

# WEST INDIES AND GUIANA

With Honduras, Bermuda and the Falklands

## SIX LECTURES

Prepared for

The Visual Instruction Committee of the Colonial Office  
by

ALGERNON E. ASPINALL

Author of "The Pocket Guide to the West Indies," "The British West Indies,"  
and "West Indian Tales of Old"

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## PREFACE

THESE Lectures have been written for the Visual Instruction Committee of the Colonial Office by Mr. Algernon E. Aspinall, Secretary to the West India Committee, and, as in the case of all the preceding books of the series, have been very fully revised. The slides and illustrations have been prepared from photographs obtained from the Governments of the various Colonies, and from many other sources. Some of the slides have been coloured from sketches kindly supplied by Lady Hutchinson. The Committee wish to acknowledge their indebtedness to all who have so readily helped them in their work.

MEATH.

*May, 1914.*

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THE PROMONTORY OF ST. GEORGE'S, GRENADA.

[See page 72.]



## LECTURE I

### THE BRITISH WEST INDIES: BARBADOS

FOR many years after the discovery of the New World, 1 at the close of the fifteenth century, the name West Indies was applied to the continent of America as well as to the adjoining archipelago. Now, however, it is confined to the great chain of islands which stretch in a curve from the south-east of Florida to the north coast of South America, enclosing in their embrace the Caribbean Sea.

These islands vary in size from 44,000 square miles, the area of Cuba, to a few acres only, some being mere rocks projecting from the surface of the ocean. The British colonies in the group, with which we shall deal in this and in the succeeding lectures, comprise the Bahamas; Barbados; Jamaica with its dependencies, the Cayman Islands, Turks and Caicos Islands, and the Pedro and Morant Cays; Trinidad and Tobago; the Windward Islands, including Grenada, St. Lucia, St. Vincent and the Grenadines; and the Leeward Islands, which consist of Antigua (with its dependencies Barbuda and Redonda), St. Kitts with Nevis and Anguilla, Montserrat, Dominica and the Virgin Islands.

The map shows us at a glance the position of the 2 various islands. We see how widely scattered they are. While, for example, most of the Bahamas are outside the tropics, Trinidad, the southernmost of the West Indian Islands, is only ten degrees from the equator. The Windward and Leeward Islands form a chain, broken only by the French islands of Martinique and

Guadeloupe, which extends, almost due north from Trinidad, for a distance of some 500 miles, while wind-swept Barbados stands out to eastward, a sentinel in the Atlantic, and of all the West Indies the island nearest to "Home," as the mother country is called by British West Indians, whether they have visited it or not. Just over a thousand miles to the north-west of Trinidad is Jamaica, dwarfed certainly by the



THE WEST INDIES. (FOREIGN TERRITORY STIPPLED.)

huge masses of Cuba and Haiti or Hispaniola, but, nevertheless, of immense importance, having regard to the fact that it is the nearest island of any size to Colon, at the Atlantic entrance to the Panama Canal, from which it is only 608 miles distant.

The possibility of the political federation of these widely scattered colonies has frequently been urged, and it is possible that in time some practicable scheme for bringing this about may be propounded. One of



the obstacles hitherto has been the great distances which separate so many of the islands from one another. This difficulty, and the inter-colonial prejudices and jealousies which inevitably result from insularity, will no doubt be overcome eventually by means of improved communication by steamer, cable and radio-telegraphy. At present the constitutions of the several units are very divergent. Trinidad, Grenada, St. Lucia, and St. Vincent have Legislative Councils nominated by the Crown, while Jamaica has a Council the constitution of which provides for an official majority, and one half of the members of the Council of the Leeward Islands is elected by the unofficial members of the Councils of the Presidencies. Barbados and the Bahamas, on the other hand, possess representative institutions, and the people in those islands are justly proud of the measure of self-government which they enjoy. In these two colonies our Parliamentary procedure is closely followed up to a certain point. Each of them has a House of Assembly, with members elected by the people on the basis of a moderate franchise, which corresponds with our House of Commons, and a Legislative Council which resembles the House of Lords.

With the exception of Barbados, all the West Indian islands of consequence owe their discovery to Christopher Columbus. That great Genoese 3 navigator, believing in the roundness of the earth, was satisfied that it would be possible to reach Asia by a western route. He was, however, without honour in his own country. His views were ridiculed, and his appeal to the Government of his native city for assistance to enable him to fit out an expedition of discovery was contemptuously rejected. He accordingly approached King John II. of Portugal; but he fared no better at his hands. That monarch, while professing to consider the proposals visionary,

sent out a caravel along the very route indicated by Columbus. The pilot, however, soon lost heart and returned. Having in vain solicited the aid of King Henry VII. of England, Columbus next turned to Spain for help, and after many disappointments he succeeded in inducing Queen Isabella to undertake the enterprise herself on behalf of the Crown of Castile.

Preparations were at once pressed forward, and on August 3rd, 1492, after attending Mass, Columbus set  
4 sail from Palos in the *Santa Maria* on his first voyage of discovery, accompanied by Martin Alonzo Pinzon in the *Pinta*, and Vincente Yañez Pinzon in the *Niña*.

An accident to the *Pinta's* rudder involved a stay of nearly a month off the Canary Islands; but on September 6th the expedition set sail again, steering a course for the west. From now onwards Columbus experienced more difficulty in keeping his crews in good heart than in navigating his vessels. Again and again the men threatened to mutiny, and matters became serious when the vessels entered the Sargasso Sea—a mass of floating weed which drifts in a vast eddy of the Atlantic between the Gulf Stream and the Equatorial current. The sailors were terrified, believing that the ships were in imminent danger of running aground; but by resorting to the expedient of keeping two logs, one secret and accurate, and the other modified for the inspection of the men, Columbus succeeded in averting the danger of mutiny.

At length, on October 12th, after several false alarms, land was sighted, and on the following morning  
5 Columbus, chanting a solemn Te Deum, set foot for the first time on the New World. Before him was carried the Royal Standard of Castile, and before the captains who followed, the Standards of the expedition, which bore a green cross and the letters “F” and “Y,” the ciphers of Queen Isabella and of her consort Ferdinand, each surmounted by a crown.

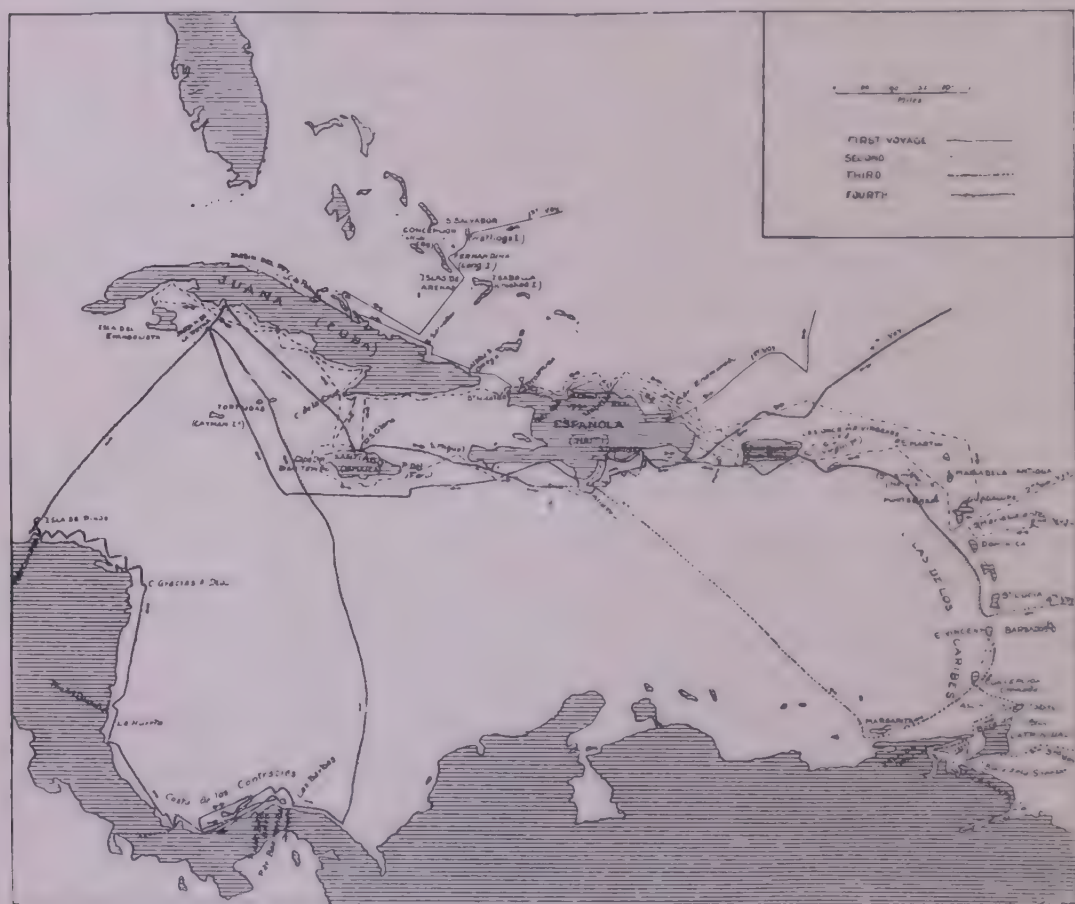


The land proved to be an island, which the natives called Guanahani, and Columbus, formally taking possession of it for the Crown of Castile, renamed it San Salvador. The actual landfall of the great navigator has been the subject of much discussion, but it is now identified with Watling's Island, one of the Bahamas.

After a stay of three days, Columbus again set sail and discovered in succession the islands which he called Santa Maria la Concepcion, now Rum Cay, Fernandina and Isabella, the present Long and Crooked Islands, and Juana, now Cuba, which he believed to be the land for which he was in search. He then found the great island, which he called Española—now shared by the republics of Haiti and Santo Domingo—and leaving the nucleus of a colony there, returned to Spain.

Columbus made three subsequent voyages to the West Indies, in the years 1493, 1498, and 1502, and this chart (see next page) shows the routes which he took 6 and the places discovered. On the second voyage these included Dominica (so called because it was first sighted on a Sunday), Montserrat (named after a mountain near Barcelona in Spain), Redonda (the Round Island), Santa Maria La Antigua, now simply Antigua, the Virgin Islands, which from their number recalled St. Ursula and the eleven thousand virgins, St. Christopher, the shape of which reminded the discoverer of that Saint carrying the Saviour, Nevis with its rock-cone covered (as it still is so often) with a cloud like snow, and Xaymaca, the island of rivers and springs, which is now Jamaica. Here he anchored in St. Ann's Bay, which he called Santa Gloria. On the third voyage Trinidad was the chief island of those now in our possession which were discovered. In accordance with a vow which he made before he left Spain, he dedicated it to the Trinity, of

which he was reminded by the three conspicuous peaks in the Southern range of hills, now known as the "Three Sisters." The other islands which he discovered were Tobago—(the name is said to be of Indian origin)—Grenada, which he called Concepcion, and St. Vincent, which was first visited on the day dedicated to that Saint. On the fourth and final



THE VOYAGES OF COLUMBUS.

voyage the only islands now in our possession to be discovered were St. Lucia, which owes its name to having been first sighted on St. Lucy's day, and the Cayman Islands, first called Las Tortugas from the abundance of turtle found there.

Columbus found the islands inhabited by two distinct races of Indians, the Arawaks, who lived in the "Greater Antilles" or larger islands along the



north, and the Caribs, who occupied the “ Lesser 7  
Antilles ” or smaller islands to the east. The Arawaks  
proved to be a gentle and peace-loving race, and were  
soon crushed out of existence by the Spaniards, who  
compelled them to work in the mines of Hispaniola.  
The Caribs, on the other hand, were exceedingly  
truculent and warlike. For many years they effectively  
prevented colonization, and it was not until 1796 that  
they were finally suppressed by Sir Ralph Abercromby  
at the close of the Brigands’ War in St. Vincent, in  
which they had allied themselves with the French.  
In British Guiana, on the mainland of South America,  
the Arawaks and Caribs still exist as distinct races of 8  
Indians ; but in the islands only a few Carib families 9  
now survive in Dominica and St. Vincent. In the  
former island a special reserve has been set apart for  
their use, and here they eke out a livelihood by following  
such peaceful pursuits as fishing and basket-making.

Soon after the beginning of European colonization,  
the want of labour in the West Indies became acute.  
As early as 1503 the Spaniards, following the example  
of the Portuguese, began to introduce slaves into  
Hispaniola, and from then onwards increasing numbers  
of slaves were imported into the West Indies every  
year. Sir John Hawkins was the first Englishman to  
embark upon the slave trade. He carried his first  
cargo of slaves to the West Indies in 1562, and he was  
followed by Sir Francis Drake in 1568. The Dutch  
then took up the business ; but in 1662 and 1672 African  
companies were formed in England to introduce slaves  
into the West Indies, and the trade was thrown open  
to all British subjects in 1688. It proved immensely  
profitable, and by the close of the seventeenth century  
no fewer than 25,000 negroes were being imported in  
British ships into the West Indies from the West Coast  
of Africa every year.

The horrors of the “ middle passage,” as the voyage

from the west coast of Africa to the West Indies was called, were unspeakable, even if pictures in old books of the period may possibly have exaggerated the miseries which the slaves had to undergo. But the slaves, when once sold and allotted to the various plantations, were not, as a rule, ill-used. On the contrary, those who were fortunate enough to have good masters, were probably more contented than they could ever have been in their home in Africa. Many old prints show that the slaves were, on occasions, extremely happy.

As late as the eighteenth century it was considered no matter for reproach to hold slaves, or even to be connected with the slave trade, and it is noteworthy that the Society for the Propagation of the Gospel, as Trustees of the Codrington Estates in Barbados, were themselves slave owners. Towards the closing years of that century, however, public opinion began to undergo a change. In 1787 the Society for the Suppression of the Slave Trade was founded, and a vigorous campaign conducted by Wilberforce, Clarkson and others led to the abolition of the slave trade by Act of Imperial Parliament in 1807. Still, slavery continued for many years afterwards, and it was not until 1834 that this, too, was abolished after a prolonged struggle. By the famous Act which received Royal Assent on August 28th, 1833, it was provided that all slaves in British colonies were to be freed on August 1st, 1834, but were to be apprenticed to their former owners until 1838, or in the case of agricultural labourers until 1840. Antigua and Bermuda dispensed with the apprenticeship system altogether, and in no case was it continued after 1838. The abolition of slavery was very naturally the occasion of great rejoicings among the negro population, as we are reminded by contemporaneous engravings of scenes on Emancipation Day.

At this period sugar was the staple industry of the



West Indies. The manufacture of sugar from the cane was begun in Cuba as far back as the beginning of the sixteenth century by the Spaniards, who had learnt it from the Moors; but the sugar-cane was first introduced into the British dominions by some planters in Barbados who obtained plants of it from Brazil soon after the settlement of the island. The abolition of the slave trade and of slavery proved to be the beginning of a long series of troubles to which this industry became subject. The British West Indian colonies were, it is true, given £16,640,000 to compensate them for the loss of their slaves, but this sum fell short of the appraised value of the labourers by no less than £26,460,000. For a time, however, the planters managed to keep their heads above water, since they were protected by preferential duties in the home markets against competition with sugar from foreign countries, where slavery continued; but in 1846 this preference was lowered, and a few years later the sugar duties were equalized, with results even more disastrous than those of the abolition of slavery. Then followed the competition with the beet sugar industry of Europe, which was fostered by a system of bounties, since fortunately abolished by the international agreement embodied in the Brussels Sugar Convention of 1902, which restored equality of opportunity to sugar producers generally.

To meet the demand for labour consequent upon the abolition of slavery, many expedients were tried. The negroes in their newly won freedom declined to work, and attempts were made to fill the deficiency with free and liberated Africans from St. Helena, Rio de Janeiro, Havana, and Sierra Leone, with, however, indifferent results. In 1837 a small but successful experiment was made with the importation into British Guiana of labourers from Calcutta; but in the following year emigration to all colonies was prohibited by the Indian

Government. In 1844, however, the interdict was removed in the case of British Guiana, Trinidad, and Jamaica, and since that year East Indian immigration  
13 into certain of the West Indian islands, under a system of indenture, has been successfully conducted.

As a consequence of this system of immigration, nearly one-third of the population of Trinidad is of East Indian descent, while East Indians figure largely in the census returns of other West Indian islands, notably those of Jamaica and St. Lucia. Between 1853 and 1866 many Chinese were introduced into the West Indies, and their descendants form respectable and law-abiding members of the community.

The white population of the islands consists of the descendants of the old planters and of Royalists who went out at the time of the Commonwealth, of political prisoners, Irish and others who were sent out by Cromwell, and of the loyalists who migrated to some of the islands after the American revolution. These, however, have been outnumbered by later settlers, merchants and the members of the official classes; while Portuguese, Corsicans and Germans now form no inconsiderable part of the white community.

We will now pass to a brief description of the West Indian islands. By geologists they are recognized as being the peaks of a range of mountains of a vast submerged isthmus which united North and South America in prehistoric times, when the Isthmus of Panama did not exist, and the waters of the Caribbean Sea were connected with those of the Pacific. This much, it is claimed, has been proved by investigation of the flora and fauna of the islands and the mainland, and also by sundry fossil remains—especially those found in Guadeloupe of the megatherium, an animal which could not possibly have existed on a comparatively small island. The present physiographical condition of the West Indies has been brought about



by gradual subsidence, volcanic action, and the work of the coral polyp. Most of the islands bear distinct traces of volcanic activity, while many are of coral formation. Active centres of volcanic disturbance are found in the Soufrières of St. Vincent and St. Lucia, and the Boiling Lake of Dominica, whilst former eruptions are indicated by numerous volcanic cones and craters, which now furnish the superb land-locked harbours for which the West Indies are famous.

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The most striking physical characteristics of the West Indies, generally speaking, are the mountains. Most of the islands have a central range from which buttressing spurs extend down to the coast on either side, forming valleys of exquisite beauty. Barbados and the Bahamas, however, form notable exceptions, being to a great extent of coral formation, with the result that they are flat and have only a shallow depth of soil. The mountainous islands are very well watered, and it is claimed that Dominica has no fewer than 365 rivers, or one for every day in the year! Antigua, on the other hand, which is partly volcanic and partly of coral formation, suffers from periodic droughts of great severity, which have been accentuated through deforestation. Barbados has an admirable water supply derived from underground sources and distributed throughout the islands by stand-pipes, which the negroes hailed with delight as Queen Victoria's Pumps. But in the Bahamas the water is brackish, and the inhabitants are compelled to drink rain water, which is collected in tanks.

The scenery throughout the West Indies is exquisitely beautiful. The mountains are densely clothed with vegetation to their actual summits, and the rivers are broken in their journey to the sea by many waterfalls and cascades of rare charm. In parts, the scenery recalls that of the Italian Riviera; but the tall and graceful palms add a touch to the West Indies which

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makes it difficult to compare these "Golden Islands of the West" with any country outside the tropics. The charm of the scenery is enhanced by the great rarity of the air, which seems to annihilate distance, and makes the views of the neighbouring islands from many points of vantage on the hillsides superb.

The West Indian islands are almost entirely dependent upon agriculture for their prosperity. Trinidad, it is true, has a source of wealth in its wonderful Pitch Lake—a vast deposit of bituminous matter from which over 170,000 tons of asphalt are dug and shipped annually—and in its petroleum wells and mines of manjak, a bituminous substance used in the preparation of insulation varnishes; Barbados, too, has manjak and oil deposits, while phosphates are shipped from the tiny island of Redonda. In the various islands there are, moreover, many local manufacturing industries, and coaling brings prosperity to several of the ports; but agriculture is, and must always remain, the mainstay of the West Indies.

We have shown that the Spaniards introduced the manufacture of sugar from the cane in the early years of the sixteenth century. Now approximately 150,000 tons of sugar are exported from the islands every year, besides large quantities of molasses, syrup, rum and "molascuit," a cattle food made entirely of the digestible fibre of the cane and molasses. Many of the West Indian sugar factories, in the erection and maintenance of which several millions of pounds have been sunk, would bear favourable comparison with the best equipped sugar works in any part of the world; others may appear antiquated, but they yield a class of sugar—the old-fashioned muscovado—which was the delight of our childhood's day, besides syrup and molasses for the markets of Canada and the United States. The Spaniards were also responsible for the introduction into the West Indies of cacao, the "Golden bean"



which is the source of cocoa of commerce. Over 80,000,000 lbs. weight of cacao are now shipped from the islands annually.

The rise of the banana to a position of importance 19 has been far more recent. From small beginnings in the 'sixties of last century, when Captain Baker, the skipper of a Boston schooner, took home a few bunches of bananas to his friends, the exports of bananas from Jamaica have now risen to the immense total of 20,000,000 bunches annually. As each bunch has on the average 120 "fingers," this is equivalent to no fewer than 2,400,000,000 bananas every year! Another industry which has made rapid strides is the cultivation of the lime tree, which is extending every year. From Dominica alone the equivalent of nearly 400,000 barrels of limes is shipped annually in the form of fresh limes, lime juice, citrate of lime, otto of limes, and distilled lime oil, and this industry is also making rapid headway in St. Lucia.

In 1902, with the assistance of the Imperial Department of Agriculture, an organization of proved value which was established as the outcome of a Royal Commission in 1898, the cotton industry was revived in several of the islands. "Sea Island" cotton is the variety grown, and it is noteworthy that St. Vincent produces the finest in the world. The coffee of Jamaica—it is also produced in other islands—is without parallel for excellence, and among the other agricultural industries of the islands which deserve mention must be included those of rubber—which has been largely planted of late years—oranges, grapefruit, coco-nuts, spices—for which Grenada is famous—tobacco, arrowroot (a speciality of St. Vincent), cassava and rice, to mention a few only. In the Bahamas, sponges and conch-shells are collected, but while turtle are caught in many parts, the fisheries of the West Indies have never yet been developed, though

in Barbados a prosperous flying-fish industry helps to provide food for the people.

It is noteworthy that nearly all the staple agricultural products of the West Indies of which we have spoken are derived from imported plants. Besides the sugar-cane and cacao, to which reference has already been made, coffee, cinnamon, akees, logwood, nutmegs, bananas, oranges and ginger were all imported into the West Indies from abroad. Among the indigenous trees are the calabash, the locust tree, the bully tree, the mahogany, and grandest of all the giant ceiba, with its huge buttressed stem immortalized by Michael Scott in "Tom Cringle's Log." Indigenous too are prickly pears, guavas, dildoes pinguins, and the seaside grape. On the other hand, the flamboyante, which at certain seasons is ablaze with flaming red flowers, the tamarind, the Siris tree, known in the West Indies as the "Woman's Tongue Tree" from the constant movement of its dry pods in the breeze, are all exotic. It was the search for the bread-fruit tree, which, like the tamarind, now grows in all the islands, that led to the mutiny of the *Bounty* in 1789; but Captain Bligh successfully introduced it into the West Indies four years later. The palms are among the chief glories of the West Indies. They are found in immense variety all through the islands, the grandest being undoubtedly the Royal palms, commonly called "Cabbage Palms," some of which are fully 100 feet high. It was of these that Charles Kingsley wrote when he first saw them in St. Kitts: "Grey pillars, which seemed taller than the tallest poplars, smooth and cylindrical as those of a Doric temple. . . . It was not easy . . . to believe that these strange and noble things were trees." Among the flowers there are, of course, numerous orchids of great beauty, while West Indian gardens are gay with poinsettias, bougainvilleas, hibiscus and allamandas.



Though the fauna of the West Indies is neotropical, belonging to the region which includes South and part of Central America, it is scanty and comparatively unimportant. There is a remarkable absence of large animals in the islands. Mammals are represented by the agouti, armadillo, opossum or manicou, and the racoon or kinkajou. Birds were once plentiful, but they have suffered from the depredations of the mongoose, which was introduced into the islands in the 'seventies of last century to destroy the rats. Among the non-migratory birds are parrots, humming birds, trogons and sugar birds, besides water-fowl and various kinds of pigeons. Snakes abound in most of the islands; but with the exception of the deadly fer de lance, which still exists in small numbers in St. Lucia, few are venomous. Lizards, scorpions, tarantulas and centipedes are fairly common, and the insects, owing largely to the destruction of bird life by the mongoose, are numerous. The sea and rivers are well stocked with fish, and turtle are found round the coasts of many of the islands.

The West Indies can boast a history at once more stirring and romantic than that of any of our possessions oversea. For more than three centuries they were a source of immense profit, and their possession was eagerly contended for among the nations of Europe. A wealth of romance surrounds these islands. Their very name conjures up memories of the buccaneers who preyed on the Spanish treasure ships, of pirates, and of the seafarers of the spacious days. We must not forget that the Caribbean Sea was the cradle of our Navy, and if it were for that reason alone the islands should be treasured by us. As, however, we shall deal with the history of each of the islands in subsequent lectures we need not attempt here the difficult task of giving an historical survey of the West Indies as a whole.

The islands are served by many steamship lines, and we will now take the transatlantic mail steamer, which runs under contract with the Imperial and Colonial governments, and visit Barbados, the first port of call in the Caribbean Sea. Though St. Kitts can establish her claim to be the Mother Colony of the group, having been settled as far back as 1623, Barbados is our only island in the West Indies over which no foreign flag has ever flown. It is also, as we have seen, the nearest of all to home, and it is appropriate, therefore, that we should take it first on our West Indian voyage.

There is an old sailors' adage to the effect that the best way to reach the West Indies is to steam south till the butter melts, and then due west. Leaving Southampton Docks in our steamer, we steer a south-westerly course. In a very short time the winds begin to lose their sting, and there is a distinct softness about the air. As soon as we have passed the Azores—where we are reminded of Sir Richard Grenville's gallant fight with eight Spanish galleons in the little *Revenge* in 1591—awnings are put out, and warm clothes are doffed. If we are fortunate enough to visit the West Indies in the winter months, when the climate is at its best, we are now helped along on our course by the north-east trade winds, which blow without ceasing in these latitudes from December to March.

The time passes pleasantly enough with the usual sports and amusements inseparable from life on board ship; and we have also to interest us the Gulf Weed, the brilliant yellow colour of which forms a striking contrast to the deep cobalt blue of the sea. It floats along in great masses, and it is hard to believe that the ocean is here many miles deep. Shoals of flying-fish, which dart out of the water with glistening wings, looking from our exalted position on deck like dragon-flies, are now constantly seen, and the appearance of





Copyright.] [See page 20.  
A SELLER OF SWEET POTATOES, BARBADOS.



Copyright.] [See page 21.  
AN AVENUE OF CABBAGE PALMS, BARBADOS.



Copyright.]

A STREET IN BRIDGETOWN, BARBADOS.

See page 21.



Copyright.]

BATHSHEBA, BARBADOS.

See page 25.



an occasional whale, or perhaps a school of dolphins, helps to while away the time.

After a voyage of twelve days, we drop anchor in Carlisle Bay, and get a first glimpse of the New World. Before us we see Barbados, a low island 21 rather larger than the Isle of Wight, which rises in gentle terraces to its highest point, Mount Hillaby, 1105 feet high. The monotony of the shore is relieved here and there by graceful palm trees and waving casuarinas. The rising ground beyond is clothed in vivid green, and we see for the first time the waving sugar-canes which are the chief source of the island's prosperity. Among them are the homely windmills, which are still used profitably on many of the estates for crushing the canes.

Meanwhile our steamer has been surrounded by the rude craft of the inevitable diving boys, who 22 retrieve with remarkable skill and alacrity coins 23 thrown into the water; and the dusky owners of shore boats importune passengers for their patronage with much gesticulation and shouting. Now lighters emerge from the harbour to unload cargo, for off Barbados steamers must lie in the open roadstead, which is, however, admirably sheltered from the prevailing winds.

Before we go ashore at Bridgetown, we will proceed up the leeward coast of the island to a spot named Holetown. It was here that the first landing by Englishmen was effected, an event the tercentenary of which was marked by the erection of a monument. 24 The actual date of the discovery of Barbados is not known; but it is said that it was first visited by some Portuguese seafarers in 1536, who called the island "Los Barbudos," after the bearded fig trees which they found there. It was not until 1605 that the island was visited by Englishmen. In that year the crew of a vessel called the *Oliph Blossome*, fitted out with stores and settlers for Guiana, landed and took

possession of the island, erecting a cross and inscribing on a tree near by :

“ James, K. of E.,\* and of this Island.”

The actual settlement of Barbados was not, however, effected until twenty-two years later, when Sir William Courteen, a wealthy London merchant, hearing favourable reports of it from the crew of one of his vessels which had been compelled to touch there through stress of weather, equipped an expedition and sent out emigrants to the island in the *William and John*, under the patronage of the Earl of Marlborough, who had received a promise of a patent which covered all the islands. The settlers arrived at their destination in 1627 (new style), and landed near the spot where the crew of the *Oliph Blossome* had erected their cross. Meanwhile the island had been included in the commission given to Warner, the coloniser of St. Kitts, his patron being the Earl of Carlisle, who received a grant of nearly all the Caribbean islands. The Earl of Marlborough naturally opposed this grant, and at last a compromise was arrived at, Carlisle agreeing to settle on the Earl and his heirs £300 a year. A year later the ownership of the island again became a matter of dispute, through Courteen inducing the Earl of Pembroke to claim it, while Carlisle was absent on a mission. Pembroke did so successfully, but Carlisle returning was reinstated. Carlisle now took active steps to make his position secure. Offering land to private adventurers, he allotted 10,000 acres to nine London  
 25 merchants. This area is distinctly shown on Ligon's quaint map of Barbados—the earliest extant—published in 1673. Incidentally this map also shows us that camels were once used in the island, and that runaway slaves were sometimes severely treated by their owners.

\* King of England.



Sixty-four settlers now landed under Wolferstone, and founded a settlement at a spot which they called The Bridge—now Bridgetown—after a rude Indian bridge over a stream there. These new settlers, who became known as the Windward men, attacked Courteen's men, who were called the Leeward men, and the latter were overpowered. Carlisle died deeply involved in 1636, leaving the Caribee Islands in trust for the payment of his debts, with remainder to his son and heir, who in 1647, transferred his interest to Lord Willoughby of Parham for twenty-one years. That nobleman soon after his arrival at the island, caused an Act to be passed acknowledging the King's dominion over Barbados.

During the Commonwealth, the sympathies of most of the islanders were with the Royalists. Charles II. was proclaimed king, and it was only after a determined blockade that the island was reduced by the Parliamentary fleet under Sir George Ayscue. After the Restoration Lord Willoughby agitated for a revival of his rights, of which he had been deprived, and in 1663 the Privy Council decided that half the profits of Barbados should go to him for the rest of his lease, with remainder to the Government, and one half towards the discharge of the Marlborough claim and to the payment of £500 a year to the heirs of Carlisle. To raise this money, an export duty of  $4\frac{1}{2}$  per cent. was imposed on all produce leaving the island. For many years this duty was a source of grievance to the colonists. Pamphlets and broadsides were issued setting forth the case of the West Indies; but it was not until 1838 that the impost was finally abolished by Act of the Imperial Parliament.

Having now reviewed as briefly as possible the history of Barbados, we will make a closer acquaintance with the island and its people. Assuming that we are official visitors, and have not, therefore, to undergo

the usual Customs formalities, we will take the launch  
26 right up the inner harbour or carenage, to the landing  
steps near the centre of Bridgetown. The harbour  
presents a busy scene, with schooners and sloops  
27 which constantly ply between Bridgetown and the  
neighbouring islands alongside the wharf, character-  
28 istic lighters propelled by huge sweeps, and brightly  
painted shore boats. Landing at the steps by the  
29 Chamberlain Bridge, we find ourselves near an im-  
posing group of buildings constructed in the Italian  
Renaissance style of coral rock. These are the  
30 Public Buildings, where the Legislative Council and  
Assembly meet, and we are reminded that Barbados  
still retains her representative institutions, which she  
has enjoyed for nearly three hundred years. From  
the tower we obtain an interesting view of Bridge-  
31 town. Below us is the Chamberlain Bridge, which  
unites two parts of the city. In the distance is  
Needham's Point, sheltering Carlisle Bay, on the  
smooth waters of which several British men-of-war  
and merchant ships lie at anchor. Still nearer  
32 is Trafalgar Square, which though perhaps not so  
imposing as its namesake in London, is certainly far  
more picturesque, with its background of palms in the  
neighbouring Fountain Garden. The people of Barbados  
33 were among the first to raise a statue to Lord Nelson,  
who lay off the island in the *Victory* during his  
memorable pursuit of Villeneuve prior to the battle of  
Trafalgar. Indeed, only Montreal can claim an earlier  
statue of the victor of that fight. In a corner of the  
Square we see black women in scrupulously clean  
34 white dresses, selling pottery made in the northern  
part of the island. Here, again, we see an itinerant  
35 vendor of sweet potatoes. In the West Indies the  
negroes carry every burden on their heads, from  
so small an object as a cake of soap to a wheel-  
barrow, which they have been seen to support in



this way in preference to using it in the legitimate manner.

It must regretfully be admitted that the streets of Bridgetown present rather a commonplace appearance. They have few pavements to speak of, but the traffic appears to have no terrors for the pedestrians, who invariably walk in the roadway! Still, the shops and stores leave little to be desired, and there is no part of the West Indies which affords better opportunities for studying the people. Apart from the Public Buildings and the Cathedral, the lines of which are not unpleasing, the only building of real note is that of an insurance company, in the breezy topmost storey of which are situated the premises of the Bridgetown Club.

If Bridgetown is rather disappointing, the same can certainly not be said of the suburbs, which compare very favourably with those of any other town in the West Indies. In the capital there is no room for trees; but in the suburbs we find palms in great abundance, the most beautiful being the Royal palms, of which there is a particularly attractive avenue in Belleville. The houses of the well-to-do are substantially built of coral rock, and many have special rooms to which the owners can retire when the island is threatened by hurricanes, though fortunately such visitations are few and far between. A short distance from the town is Pilgrim, the Government House, with extensive and charmingly laid out grounds where many a pleasant garden party is given by the representative of the Sovereign.

Within a short distance of the town, too, is the suburb of Hastings, near which many of the best hotels are situated. To reach this seaside resort we pass the Garrison Savannah, the former parade ground of the troops, which, since the withdrawal of the garrison in 1905, has been devoted to various amusements, the old clock tower being now the Savannah Club, a kind of country club which encourages sport of every description.

44 On the sea front at Hastings are The Rocks, a pleasant promontory where the populace, for the payment of a small fee, can sit in the cool of the evening under the casuarina trees and listen to the local band.

The principal industry of the island is the cultivation of the sugar-cane and the manufacture of sugar. At present the area devoted to sugar is about 74,000 acres. Of these about 35,000 acres are planted annually with sugar-canes, the remainder being under rotation and catch crops, or being prepared for the next year's crop. This acreage yields a crop of sugar, molasses and syrup equivalent to 50,000 tons of sugar annually. Here, until recent years, the old-fashioned Muscovado process was supreme, but latterly many of the sugar factories have been modernized, and there are now several which compare favourably with the best equipped factories in Trinidad and British Guiana.

The canes are grown from carefully selected cuttings of mature plants. They take from twelve to eighteen months to reach maturity, when they are cut down by field labourers with cutlasses, trimmed, and conveyed  
45 to the mill by teams of oxen. In the smaller factories the canes are crushed by three rollers, the power being supplied either by a horizontal steam engine, an old-fashioned beam engine, or in some cases still by a  
46 windmill. The juice, after being submitted to a process of clarification, is then boiled in a series of three or more open copper tanks, called tayches, where the liquor is evaporated from them. Under these tayches a fire is kept going by the megass or  
47 crushed cane, which is dried in the sun and used as fuel. The juice is then ladled by dippers from one tayche to another, until the process of evaporation has gone far enough, when it is transferred to a steam-heated pan, where the process is completed. When the juice is sufficiently dense, it is poured into large boxes called coolers, where it is allowed to crystallize and drain,



though in many cases it is put into large drums called centrifugals which are made to revolve at a rapid rate and drive off the molasses, leaving the sugar behind ready for shipment. Though this method of manufacture is primitive, it at least produces a sugar which has a fine flavour and is extremely appetising. On many estates "fancy" syrup is made instead of sugar, the process of evaporation being stopped before the liquid reaches the crystallizing stage. The more elaborate vacuum-pan process of sugar manufacture, which now prevails on many estates in Barbados, will be dealt with in a later lecture, and it must suffice here to say that the more modern factories in the island are admirably equipped in every respect, with multiple crushing plants, "triple effects," vacuum pans and other elaborate apparatus. Finally, the sugar, when packed in bags or hogsheads as the case may be, is conveyed for shipment at Bridgetown by mule teams, and it will be noticed that the mules are harnessed far apart to enable them to get over uneven ground.

The roads in Barbados are, however, particularly good. Here there is no need for metalling, for, when the surface becomes uneven, all that has to be done is to scrape it level again, the result being that in many cases the level of the road is far below that of the neighbouring land. When he sees these masses of coral rock on either side of the roadway, the visitor is amazed to learn that the sugar-canes grow so well, but it is a fact that the depth of soil over the whole of Barbados averages only about two feet, and much of that has been contributed by successive eruptions of the Soufrière volcano in St. Vincent, ninety miles away, whose ashes have been deposited from time to time over the island. Yet sugar-cane has been grown successfully in Barbados for over two and a half centuries.

In view of the shallow nature of the soil, it is not surprising that attempts to start alternative industries have met with very little success. The forest which once covered the island has long since been cut down, and few traces of it now remain except at Turner's Hall, where a small virgin wood of locust and fustic trees is still preserved. In 1902, however, successful experiments were made in the direction of reintroducing the cotton industry, which flourished during the time of the American War. On a few estates Sea Island cotton, which, as its name *Gossypium barbadense* implies, had its early home in Barbados, is grown as a main crop, while on others it is cultivated  
52 as a rotation crop with sugar. The cotton is ginned in a co-operative ginnery in the outskirts of Bridgetown, and fetches a high price in the Lancashire market.

Visitors who have pictured to themselves the glories of tropical scenery are sometimes disappointed with the first appearance of Barbados, owing to the flatness of the island and its comparative lack of tropical vegetation ; but their feeling of disappointment soon wears off when they explore the country districts. The roads of the island are, as we have already seen, exceptionally good, and motor cars have now brought the most remote parts within easy reach of the capital. Barbados has been compared with a well-kept garden. Every available acre of land appears to be cultivated, and the wonder is where the dense population, which numbers 178,982, or 1036 to the square mile, is housed. Whichever way we look, we see fields of waving sugarcanes, varied only here and there by patches devoted to cotton and ground provisions, with occasional groups of negroes' huts.

On the Leeward coast a drive of twelve miles brings  
53 us to Speightstown (pronounced " Spikestown "), the second town of importance in the island, and the head-



quarters of the flying-fish fleet which provides the people of Barbados with one of their staple articles of food. About two hundred boats are regularly employed for this industry, except during the hurricane months.

Farther to the north beyond Speightstown we come to Nicholas Abbey, one of the typical "Great Houses" or estates' residences of the olden day. This particular house is notable as being the only one in Barbados with chimneys and fire-places. The inclusion of these in the architectural scheme is perhaps attributable to sentimental motives, which may have prompted a former owner to reproduce in Barbados the conditions prevailing at home, for in this island, in which it is always summer, a fire would be, to say the least of it, decidedly superfluous. Another typical "Great House" is Lord's or Long Bay Castle, on the south coast, whose first owner is said to have amassed a fortune from the ships which were frequently driven on to the Cobblers' Reef off the coast and wrecked. A feature of this "Castle" is the plaster work on the ceilings, which were fashioned by a white militiaman in the days when each estates proprietor was compelled by law to leaven his holding of African slaves with a certain number of white militiamen.

In the vicinity is the deliciously breezy Crane Hotel, perched on the edge of a cliff and forming with its many waving coco-nut palms and coral strand a picture which alone would absolve Barbados from having a lack of scenic charm. On our way to this spot we pass Oistin's Town, a village six miles from Bridgetown on the south coast, which is chiefly noteworthy as having been the place where in 1651 the articles of rendition of the island were signed by the Royalists and the Commissioners of the Commonwealth. In the bay the vessels of the flying-fish fleet lie at anchor. But the grandest scenery in the island is undoubtedly on the rocky windward coast, which

can be reached by a light railway from Bridgetown. This line, which has passed through many financial vicissitudes, traverses the south of the island, serving some of the best sugar estates, and then runs up the entire windward coast to what, from its hilly nature, is appropriately called the Scotland district. At Bath station we will leave the train and walk up the hill-side to Codrington College, famous not only for its picturesque surroundings but also because it is the only collegiate institution in the West Indies where an English university degree can be obtained under conditions of residence and examination. This seat of learning was founded by Christopher Codrington, Governor-General of the Leeward Islands, who died in 1710, and bequeathed two sugar estates, "Consett's" and "Codrington's" (now called "College" and "Society"), comprising 763 acres, three windmills with the necessary building for the cultivation of sugar, 315 negroes, and 100 head of cattle, to the Society for the Propagation of the Gospel, in trust for the maintenance of a convenient number of professors and scholars, "all of them to be under the vows of poverty, chastity, and obedience; who shall be obliged to study and practise Physic and Chirurgery, as well as Divinity; that by the apparent usefulness of the former to all mankind, they may both endear themselves to the people and have the better opportunities of doing good to men's souls, whilst they are taking care of their bodies." The old "Great House" of the estate, now the Principal's residence, and the College buildings, viewed from the hillside, present a *coup d'œil* which is unsurpassed for beauty in the whole of the West Indies.

64 All along the Windward coast and the hilly Scotland district at the north-east corner the scenery is extremely picturesque, the chief points of vantage being Chimborazo, Cherry Tree Hill and Hackleton's



Cliff. He would be hard to please indeed who failed to be impressed by the superb views from these eminences.

As compared with other West Indian islands Barbados appeals peculiarly to an Englishman. The island is already densely cultivated, and consequently it offers no attraction to the settler; but it is the most English and the most home-like of the West Indian colonies, and this fact, coupled with its superb climate, makes it an ideal resort for those in search of health or pleasure.

## LECTURE II

### JAMAICA AND ITS DEPENDENCIES

- 1 JAMAICA is at once the largest and the most important of our West Indian colonies. Being the nearest of all the islands to Colon, the Atlantic mouth of the Panama Canal, its strategic position is unrivalled. It enjoys, moreover, the advantage of having a wider range of



JAMAICA.

climate, and a greater variety of industries, than any of the other islands in the Caribbean Sea.

The island, which has a total area of 4207 square miles, is rather more than twice the size of Lancashire, and has a population of 831,383 or 198 to the square mile. It lies towards the north of the Caribbean Sea, and in that part of it which, with the Gulf of Mexico, is sometimes called the "American Mediterranean." It is smaller than Cuba and Hispaniola, though larger



than Porto Rico, being thus the third in size of the Greater Antilles, which are believed to have formed at one time a single island. Its total length is 144 miles, its extreme breadth 49 miles, and its least width—from Kingston to Annotto Bay— $21\frac{1}{2}$  miles.

Jamaica has three dependencies, Turks and Caicos Islands, the Cayman Islands, and the Morant and Pedro Cays. The Turks and Caicos Islands consist of two distinct groups, the former lying to the east and the latter to the west of Grand Turk Passage, the direct route from North America to Cuba and Jamaica. Turks Islands comprise Grand Turk and Salt Cay, with a population of 1681 and 398 respectively, besides a number of tiny islets, while the Caicos group includes North, South, East, West and Middle Caicos, and Providenciales, with a total population of 3536, besides numerous small cays.

Turks Islands, which were discovered in 1512, were first resorted to in 1678 by Bermudians, who recognized that their wind-swept situation and low rainfall rendered them of value for the production of salt. In 1804 they were annexed to the Bahamas, of which, geographically, they form an integral part, in spite of the opposition of their inhabitants, who after a struggle lasting for over half a century secured to themselves an independent administration under the supervision of the Governor of Jamaica. Meanwhile the Caicos Islands had been settled by loyalists and their slaves from Georgia, and in 1873 both groups were made a Crown Colony and a dependency of Jamaica.

The chief industry of these islands is still the collection of salt by solar evaporation. The Salinas or salt ponds are divided into a series of basins, from one to another of which the salt water flows until, in the form of brine, it enters the last set, called "Making pans," where the salt becomes crystallised, and is then raked together. About a million bushels of salt are manufactured in

- this way every year, and are shipped to the United States. The centre of this industry is at Cockburn Harbour, in South Caicos, which is the principal settlement of the group, though the seat of government is at Grand Turk. In the Caicos Islands there are also several plantations of sisal, from which fibre is extracted.
- 4 This sisal is cultivated and grows to perfection on the rocky soil. Sponges are gathered from the waters surrounding the islands. The only industry besides these is the collection of the shells called conchs, which are burnt for lime, while their meat forms a favourite article of food. Occasionally these huge shells are found to contain pink pearls, which are highly valued.
- 5 Jamaica's other dependency of note, the Cayman Islands, consists of a scattered group lying at a distance of from 110 to 156 miles to the north-west of her western end. They include Grand Cayman, Little Cayman and Cayman Brac, with a total area of 87 square miles and a population of 5564. These islands, which are of coral formation and are surrounded by dangerous reefs, form the centre of an important turtle fishing industry. They were discovered by Columbus in 1503 and called Las Tortugas, from the abundance of turtle which he found there; but they were not settled until 1734, when they were colonized by Englishmen from Jamaica. The turtle are caught off the cays which fringe the coast of Nicaragua, and are brought to the islands. Here the green turtle are allowed to fatten before they are shipped as "deck passengers" to England and America. The hawksbill turtle are, on the other hand, at once killed, and their valuable shell—which forms the tortoise-shell of commerce—is removed for shipment. These marine reptiles have a remarkable homing instinct, and marked turtle which have escaped from the "crawls" at the Cayman Islands have been found at the fishing grounds again, 300 miles away. The only other industries in the islands



are the raising of stock and the cultivation of coconuts.

Jamaica is very mountainous, and it is a tradition that Columbus, wishing to describe its formation to Queen Isabella, crumpled up a piece of paper in his hands. A main ridge of mountains runs east and west, with spurs extending to the north-west and south-east, those to the south-east terminating in the famous Blue Mountains, the highest peak of which rises to 7423 feet. The coast-line of the island is indented with many bays and harbours, the most notable of which are Kingston and Old Harbour on the south coast.

The harbour of Kingston is generally admitted to be the finest in the West Indies. It has an area of about 16 square miles, with a depth of from 7 to 10 fathoms for about half that area, and it is securely protected by a long spit of sand,  $7\frac{1}{2}$  miles long, called the Palisadoes, at the extremity of which is the former commercial centre, Port Royal. The island is particularly well watered, having numerous streams and rivers, among the most important being the Black River in the south-west, which is navigable for 25 miles, and the Rio Grande in the north-east. While all the rivers are picturesque, the White River, the Roaring River with its beautiful falls in St. Ann's parish, and the Rio Cobre or Copper River, which flows through a romantic gorge known as Bog Walk—the name is a corruption of Boca de Agua, or the water's mouth—and empties itself into Kingston Harbour, is particularly notable. The last-named river now supplies electric power to the capital, and is also used for irrigation, for which purpose it is diverted into a canal of exquisite beauty. Other rivers of note are the Plantain Garden river, which waters a broad and fertile valley in the south-east of the island, and the Martha Brae river, which empties itself on the north coast. Many of the rivers have wide beds.

Some are almost, and others entirely, dry as a general rule; but after heavy rains they carry raging torrents  
12 down to the sea and become quite impassable.

Jamaica has several towns of consequence, the principal being Kingston, the capital, on the south side of the island, and Port Antonio and Montego Bay on the north. Besides these towns, there are shipping ports at various points round the coast which are visited once a week by a coastal steamer plying round the island, and also by vessels which call periodically to collect sugar, rum and bananas.

The history of Jamaica has been less eventful than that of many other West Indian colonies, inasmuch as the island has only once changed hands. Discovered by Columbus in 1494, it remained in the almost undisturbed possession of Spain for 161 years, when it was captured—as we shall learn, almost unexpectedly—by the forces of the Commonwealth, which had been sent out against a neighbouring island. When Columbus died in 1506, his son Diego inherited his property, and set out to Hispaniola as Governor. On arrival there, he learned that Jamaica had been partitioned between two Spaniards, and, in order to establish his right to the island, he sent Esquimel with seventy men to take possession of it.

The first settlement was established on the north side of the island; but between the years 1520 and 1526, colonization having extended towards the south, the town of St. Iago de la Vega, now Spanish Town, was founded, and this soon became the chief town. In 1597 it was raided and sacked by the English under Sir Anthony Shirley, and in 1635 Colonel Jackson, with 520 men recruited mainly in the Windward Islands, landed at Port Royal and exacted a ransom from the inhabitants. These successes were not, however, followed up, and it was not until 1655 that Jamaica changed hands. On May 11th in that year, the





*Copyright.]*

CONSTANT SPRING, JAMAICA.

*[See page 38.*



*Copyright!.*

PORT ANTONIO, JAMAICA.

*[See page 45.*



*Copyright.*

THE BLUE HOLE, PORT ANTONIO, JAMAICA.

[See page 46.]



garrison yielded to a force under Admiral Penn and General Venables which Cromwell had sent out against Hispaniola, where they had been ignominiously defeated a month before.

In 1657 the Spaniards attempted to recover the island, but they were easily defeated, and their slaves fled to the mountain fastnesses of the interior, where they became known as the "Maroons"—a name said 13 to be an abbreviation of Cimaron, a word derived from Cima, a mountain top. These Maroons were reinforced by runaway slaves of the English, and for many years they kept up a guerilla warfare with the colonists. It was not until 1796 that the Maroon wars, as they were called, were brought to a conclusion, many of the 14 Maroons being deported to Nova Scotia.

Jamaica was finally ceded to England by the Treaty of Madrid in 1670. Meanwhile colonization had been proceeding; but many of the English settlers were by no means desirable, including as they did "Hectors and knights of the blade, with common cheats, theeves, cut-purses and such like leud persons," to quote one of their number. Caguaya—now Port Royal—became their chief trade centre; but the seat of Government was soon transferred to St. Iago de la Vega, the present Spanish Town.

During the days of slavery the population increased very rapidly, rising between 1664 and 1698 from 4205 to 47,365 souls, of whom 40,000 were black. The cultivation of sugar, indigo and cacao had been introduced, and the island entered upon a period of great prosperity. The roving gang of freebooters known as the buccaneers made Port Royal their headquarters, and this town had come to be considered "the first town in the West Indies and the richest spot in the universe" when it was almost completely destroyed by a terrible earthquake which engulfed whole streets, while, if we are to believe a contemporaneous writer,

the inhabitants were swallowed up by the opening of the earth, which "then shut upon them, squeezed them to death; and in that manner several" were "left with their heads above ground." Incidentally we may mention in this connection that there can still be seen  
15 at Green Bay the tomb of one Lewis Galdy, who "was swallowed up by the earthquake, and by the providence of God was, by another shock, thrown into the sea and miraculously saved."

Two years after the destruction of Port Royal, which led to the development of Kingston on what was believed to be a safer site, Jamaica was attacked by the French under du Casse. The invaders were, however, easily driven off; but du Casse had his revenge in 1702, when he defeated Benbow in an engagement off Santa Marta. The remains of that gallant Admiral, who was deserted by several of his captains, and died heartbroken in Jamaica, now lie  
16 under a simple tombstone in the Parish Church at Kingston.

In 1782, after the defeat of Cornwallis and the fall of York Town, the colony was again in danger of invasion; but the situation was relieved by Lord Rodney's victory over de Grasse in the Battle of Dominica. The joy of the inhabitants may well be imagined, when the English fleet sailed into Kingston Harbour with her prizes, including the French flagship, which, unfortunately, afterwards foundered in a hurricane off the Banks of Newfoundland while on her way to England. The colony was again subjected to martial law in 1806, when another invasion was anticipated, but on this occasion Admiral Duckworth saved the island by defeating the French fleet off Hispaniola.

The subsequent history of Jamaica, with the exception of the rising of 1865 referred to later, has been mainly that of the other West Indian islands, the outstanding features being the long struggle over the



abolition of the slave trade and of slavery, and the subsequent equalization of the sugar duties on free and slave-grown sugar, which brought ruin to many of the wealthy estates proprietors.

Jamaica is in some respects better served in the matter of steamship communication than any other of the West Indian colonies. There is scarcely a day on which a steamer does not reach or leave its shores, bound for or coming from New York, Philadelphia or Boston, this frequency of communication being primarily due to the demands of the fruit traffic rather than to consideration for passengers, who are, however, admirably provided for.

To reach the island from England, we must either proceed by way of America, or take the long, though extremely interesting, voyage from Trinidad along the Spanish Main to Colon, and thence to Kingston by the transatlantic mail steamer. By this route we visit Cartagena, a walled city of historic memories, which was sacked by Sir Francis Drake in 1585, and we pass near, if not over, the very spot off Porto Bello where the remains of that great Elizabethan seafarer were committed to the deep in a leaden casket just over ten years later. We pass also the northern entrance of the Panama Canal, which already links the Atlantic with the Pacific Ocean.

From Colon, the northern terminal of the great waterway, it is a voyage of less than two days to Jamaica. As we approach the island, a magnificent panorama of mountain and valley unfolds itself to the eye. From off the land a gentle spice-laden breeze greets us and raises pleasurable expectations. Off Port Royal, which nestles among the palm trees at the extremity of the Palisadoes, we slow down to pick up the pilot. As we scan this historic town, we can discern with our glasses Fort Charles, where Nelson commanded in 1779. Here is his famous quarter deck, a walk on the

ramparts adjoining his quarters, by the entrance to  
18 which is the stirring injunction—

“In this place dwelt Horatio Nelson.  
Ye who tread his footprints remember his glory.”

This picturesque town is rich in memories not only of  
the hero of Trafalgar, but also of Benbow, Vernon,  
19 Keppel and other distinguished admirals who have  
trodden its streets.

We now make our way across the harbour by a  
tortuous channel marked out by buoys to Kingston.  
Below one of these buoys the ruins of part of old  
Port Royal, which was engulfed by a tidal wave in 1692,  
can, it is said, still be seen. It is not until we are  
quite near the capital that we can distinguish its houses,  
and but for the glorious Blue Mountains beyond, our  
first impression would be disappointing, for the city is  
low-lying, and its frontage of ugly and irregular piers  
20 and wharves, with only a break at the foot of King  
21 Street, the main thoroughfare, does not help to make  
an attractive picture. High up on the mountain-side  
22 is Newcastle, a cantonment established in 1840 and  
still used by the garrison during the summer months.

On landing at Kingston we find that its claim to  
be one of the finest towns—as it is the largest—in the  
West Indies is amply justified. The streets, which  
are laid out on a rectangular plan, are wide and  
well-paved, and many of the buildings are decidedly  
handsome. It is hardly necessary to recall how, on  
January 14th, 1907, this city, which owed its foundation  
to the destruction of Port Royal by earthquake, was  
23 by an irony of fate itself overwhelmed by a similar  
visitation, accompanied by a disastrous fire, involving  
the loss of 1500 lives and the destruction of property  
to the value of £1,500,000. Few traces of that catas-  
trophe now remain, however, and Kingston has arisen  
from its ashes a much finer city than before. Among  
its more notable buildings, all of which are constructed



of reinforced concrete, are those of the Colonial Bank, 24  
with its picturesque domes, the Royal Mail Steam  
Packet Company and the two cable companies, the  
Roman Catholic Cathedral, the Bank of Nova Scotia, 25  
and the Public Buildings, the two blocks of which, 26  
divided by King Street and two pleasing gardens, have  
a decidedly Eastern appearance. Since the removal of  
the seat of Government from Spanish Town to King-  
ston, in 1872, the Legislature has met at Headquarters  
House, a stately old residence which formerly belonged  
to a wealthy merchant and planter.

The political history of the island has been  
stormy. Doyley, the first English Governor, was  
instructed "to take unto him a Council of twelve  
persons, to be elected by the people, to advise and  
assist him in the execution of his trust," and this  
was the origin of the system of representative  
Government which remained in force for over two  
hundred years. Throughout that period, there were  
constant disputes between the Assembly and the  
Governor, the home Government being also frequently  
involved, as in 1678, when they endeavoured to enforce  
Poyning's Law, and again in 1839, when an attempt  
was made to make a West India Prisons Act, passed  
by the Imperial Government, applicable to Jamaica.  
The opposition to this measure led to the downfall of  
Lord Melbourne's Government, a Bill for the suspension  
of the political constitution of the colony having been  
introduced into the Imperial Parliament, and defeated.  
At length, however, in 1865, after a rebellion at Morant  
Bay, which was suppressed by the vigorous measures  
adopted by Governor Eyre, which became the sub-  
ject of much controversy in England, the Legislature  
voluntarily abrogated their rights and invited Her  
Majesty to substitute any other form of government  
which might be deemed suitable. The present con-  
stitution of the colony comprises a Legislative Council,

consisting of the Governor, who has only a casting vote, five *ex officio* members, and such other persons, not exceeding ten in number, as His Majesty may from time to time appoint, or as the Governor may from time to time provisionally appoint, and fourteen persons elected by the people. There is also a Privy Council, which performs the functions of an Executive Council, acting as it does in an advisory capacity to the Governor. General elections for the Legislative Council are held every five years, and the seats are more keenly contested than in the Bahamas and Barbados, which are the only other West Indian islands in which popular elections are now held.

27 The Myrtle Bank Hotel, though less artistic in some respects than some of the other new buildings, enjoys the reputation of being one of the best in this part of the world, and caters for a constantly increasing number of tourists. Mention may also be made of the Institute of Jamaica, which has a library, besides a picture gallery and a museum of unique interest. In the latter we are shown many objects worthy of notice, such as the bell of old Port Royal, and the Shark Papers, whose story was made use of by Michael Scott in "The Cruise of the Midge." These papers were thrown overboard by the crew of a vessel sailing under false colours, and were found in a shark caught by Lieut. Michael Fitton in time to secure the condemnation of the brig and her cargo.

28 Kingston has a smart service of electric cars, which take us to many points of interest, such as Constant  
29 Spring and King's House—another example of architecture carried out in reinforced concrete—the residence of the Governor, standing in spacious grounds and approached by a drive fringed with tropical flowering  
30 plants. They take one, too, to Hope Gardens, a botanic station established on the site of a sugar estate once the property of Lady Temple, afterwards Marchioness



of Buckingham. In these and in the still more beautiful Castleton Gardens, reached by a drive of nineteen miles over Stoney Hill and down the valley of the river called the Wag Water—the Spanish Agua alta—may 31 be seen in lavish profusion specimens of almost every known tropical plant, including cacao, rubber, kola, cardamoms, nutmegs and pineapples. We learn that many of the plants now seen in Jamaica are, as in the other West Indian islands, exotic. This is especially true of the economic plants. It was Rodney, for example, who brought the mango to Jamaica, a French 32 ship which was taking saplings of that valuable tree from the Isle de France (now Mauritius) to Santo Domingo having, most fortunately for us, fallen into his hands. No attempt has yet been made to export the mango on a large scale, though shipments are made periodically to Covent Garden, where the fruit commands a high price. In this connection it may be mentioned that an enterprising individual once made no less than £80 in one year from the mangos off a single tree in Kingston! Then again, Bligh retrieved his misfortunes, in connection with the mutiny of *H.M.S. Bounty*, by importing into St. Vincent and this island in 1793 the bread-fruit tree, which now furnishes a staple 33 food of the people. A romance also attaches to the introduction of guinea grass. Some seed of this grass was imported by Chief Justice Ellis as food for his birds. The birds having died, the seed was thrown away. It grew prolifically, and now there are few parts of the island where guinea grass does not flourish. Speaking generally, the flora of Jamaica includes types from North, Central and South America, as well as a few European forms, and the plants found everywhere in the tropics. Inasmuch as it has been computed that there are nearly 3000 distinct species of flowering plants, and no fewer than 500 species of ferns, it will be gathered that Jamaica is the botanist's earthly paradise.

The indigenous fauna of the island was of no great importance, but in the early days of colonization, cattle, horses and asses—assinigoes as they were then called—were imported in considerable numbers, and horned cattle were used for driving the primitive sugar mills and also for draught purposes.

34 Pen-keeping, as that branch of agriculture is called which consists principally in the breeding and care of live stock, horses, cattle and sheep, is now an important industry in the island. The soil and climate are admirably adapted to the raising of cattle and horses, and both guinea- and pimento-grass prove an ideal feed for stock. The pens vary in size from 200 acres to about 2000, and are sub-divided into pastures regulated in area by the size of the pen and the number of cattle feeding on it. The most serious pest which the pen-keeper has to face are the ticks, which are unfortunately rather numerous. It has been found, however, that Zebu cattle are largely immune from insect attack, and by judicious breeding of Indian cattle with British breeds a hardier stock is being raised.

The great prevalence of insects in Jamaica, as in other West Indian islands, is attributed to some extent to the destruction of bird life by the mongoose, a little creature which was introduced into the island in the 'seventies to check the ravages of rats, which were attacking the sugar-canes. This they did effectively; but unfortunately they did not stop there. Satiated with rats, they turned their attention to poultry and birds of all kinds, and it has been stated in an official report that they had even destroyed "young pigs, kids, lambs, newly dropped calves, puppies, kittens and the young of the coney." But the insects in Jamaica do not cause much annoyance, and the active warfare which is waged against the mosquito is already attended by favourable results. There are many lizards and snakes



in the country districts, but fortunately none of them are venomous. Land crabs abound, and in spite of the gruesome tales which are told of their predilection for grave-yards, they form an article of food among some classes of the people. The alligator, which gives the colony its crest, is found in the swamps between Kingston and Spanish Town, and affords sport for the gun, while both sea and rivers are well stocked with fish.

Jamaica was the first of our colonies in the New World to enjoy the advantages of a railway. A single line was opened between Kingston and Spanish Town as far back as 1845, and since that year many miles have been constructed, partly by private enterprise and partly by the local government, which now owns the entire system. The main line runs in a north-westerly direction to Montego Bay, a distance of  $112\frac{3}{4}$  miles; another crosses the island from Spanish Town to the north coast, and then runs east to Port Antonio, 75 miles from the capital; a third connects Spanish Town with Ewarton,  $17\frac{1}{4}$  miles away, and only lately a new branch has been opened from May Pen on the main line to Danks, beyond Chapelton, opening up the rich Rio Minho valley.

Taking the train at Kingston, we can reach Montego Bay in seven hours. On our way we pass Spanish Town, the former capital, which is full of historic memories. Here we see the ancient cathedral. An inscription over the door tells us that it was "throwne down by ye Dreadfull Hurricane of August ye 28," 1712, and that it was rebuilt two years later. This venerable building contains many monuments and mural tablets. Some of them tell their sad tale of the ravages once wrought by disease in this island, which, thanks to modern hygiene and preventive measures against fever, has now become a recognized winter health resort. Here we see the imposing group of public buildings, including the old King's House, the

former home of the Governor, that was once considered the " noblest and best edifice of the kind either in North America or in any of the British Colonies in the West Indies " ; and here, again, we see the stately memorial erected to commemorate Rodney's victory over de Grasse in the memorable Battle of the Saints on April 12th, 1782, which saved Jamaica from almost certain capture. Under the cupola of an ornate temple is a statue of Rodney, while on either side are handsome bronze cannon taken from the *Ville de Paris*.

Spanish Town can also be reached by road, and if we make the journey by carriage we pass the historic Ferry Inn—the old posting house—and the famous Silk Cotton tree, described by Michael Scott in his immortal work, " Tom Cringle's Log."

The scenery on the way to Montego Bay is very varied. First we pass through large areas under banana cultivation. From Williamsfield we can reach Mandeville, a popular resort for tourists. Its church, like many others in Jamaica, has a decidedly English appearance. Here, as in each town of importance, there is a Court House where justice is administered by the local magistrates. The building used as the local club is also delightfully cool and attractive. From Balaclava we can explore the Santa Cruz mountains, the climate of which is unrivalled. Returning to the railway, we proceed through the wild and rocky Cockpit Country, once the haunt of runaway slaves, wondering why the line was laid through so desolate a district, until we reach Montpelier, which is situated in what is agriculturally one of the richest parts of the island. Here we are in a long and wide valley that extends for fully fifty miles to Montego Bay and provides most of the twenty thousand bunches of bananas which are shipped from that port every week. At every station in this district are the sheds of the fruit companies which purchase the fruit from the planters.



Montego Bay, which occupies the site of a former Arawak village, has a natural harbour, the beauty of which is enhanced by a number of small coral islets known as the Bogue islands. Besides being an important place of shipment for fruit and sugar, the town is a popular tourist centre, and is much resorted to by visitors from northern latitudes, many of whom own villas in the neighbourhood. The boating is excellent, and the bathing at the famous Doctor's Cave is unsurpassed.

Montego Bay is in the heart of one of the best sugar producing districts in the island, others being Trelawny and Westmoreland, a parish which also has a shipping port of consequence in the prosperous town of Savanna-la-Mar.

The cultivation of the sugar-cane was first introduced by the Spaniards, and the manufacture of sugar and rum was for over two hundred years the principal industry of the island; but in the nineteenth century, in consequence of the abolition of slavery, the equalization of the duties on free and slave-grown sugar, and the competition of bounty-fed beet, the exports of sugar steadily declined, and in 1893 they were overtaken for the first time by those of fruit. Jamaica perhaps suffered more than any other of the West Indian islands from the vicissitudes to which the sugar industry was subject, and the immense fortunes which had been made were wiped out by the loss of slave labour. Thus two estates belonging to Lord Howard de Walden, which produced £20,000 annually, yielded under the altered conditions only £426 a year. The remains of the old mill on Caymanas, one of these 46 two historic estates, can still be seen. It should be mentioned, however, that new works have now been 47 erected, and that many acres on this property are still under cane.

In recent years sugar has again been making headway,

and though the peasants still use the old-fashioned cattle  
48 mill, many of the muscovado works have been replaced  
by modern factories with every modern improvement  
for crushing the canes and extracting the juice.

In most islands rum is considered a by-product of  
sugar; but on several estates in Jamaica the sugar-canes  
are grown principally with the object of rum manu-  
facture. The method of this is roughly as follows.  
Molasses, skimmings, etc., are mixed with water and sul-  
phuric acid, and this "wash," as it is called, is allowed  
to stand in large vats until it ferments. When the fer-  
mentation ceases and the "wash" has settled down, it is  
transferred to a still, a copper vessel heated underneath.  
The spirit is then boiled off, and after being rectified in a  
vessel containing vertical tubes surrounded by water, it  
is condensed in a spiral tube cooled with running water.  
Such is the simple "pot still" method which yields  
Jamaica rum, a spirit famous all the world over.

The rise of the fruit industry has been very  
rapid. From 1758 bunches in 1865, when the ship-  
ments of bananas were first recorded, the exports  
of this fruit now approximate 20,000,000 bunches  
every year. This great industry had very small  
beginnings. The captains of small schooners, which  
traded between North American ports and Jamaica,  
were accustomed to take with them on their homeward  
journey a few bunches of bananas for their friends.  
One of these captains, more astute than the rest,  
finding that the fruit was appreciated, bethought him  
of carrying larger consignments for sale. These were  
eagerly purchased in Boston, and that captain lived  
to found the wealthy Boston Fruit Company, and to  
see the steamers of its successor in every port of Jamaica.  
49 Now scarcely a day passes on which one vessel or more  
flying the flag of this great company does not leave the  
island for New York, Philadelphia, or Boston with its  
full complement of bananas.



There are few parts of Jamaica where bananas do not grow ; but the soil best suited for the fruit is in the parishes of St. Mary and Portland. The variety favoured is that known as the *Gros Michel*, which is much preferred in America to the dwarf or Canary banana (*Musa Cavendishii*). The banana trees, which grow to a height of twenty feet, are raised from suckers, springing from the "stool" after the stem with its single bunch of fruit has been cut down. One notable advantage that the cultivation of the banana has over that of most other tropical plants of commercial value, is that the trees bear fruit in twelve months, and there is consequently no long wait, as in the case of coco-nuts, cacao and coffee, for example. The bunches of bananas are gathered when they are still green, and are then taken by the planter to the fruit collecting sheds of one of the big companies which control the industry. Before they are shipped they are carefully checked as to size, a full sized or "straight" bunch being one with at least nine "hands" or groups of from fifteen to twenty "fingers" (bananas) on it. From the collecting sheds the fruit is conveyed to the port of shipment by railway or by cart. The work of loading the steamer is done by the black folk, who, being well paid, conduct it with great enthusiasm—until they have earned what they consider sufficient money, after which their ardour somewhat flags, and it is often as much as the overseers can do to induce them to complete their task. Both men and women carry the bunches of bananas on their heads, and, considering that each bunch weighs about 50 lbs., and that the temperature may range between 70° and 95° Fahr., it will be agreed that this is no mean feat of endurance.

The chief centre of the banana industry is Port Antonio, a town situated on the shore of a magnificent harbour divided by a promontory on the north coast of the island. Port Antonio is also a favourite tourist resort

from which many enjoyable expeditions can be made, 55 notable among them being one to the Blue Hole, a lagoon of exquisite beauty.

Owing to the protective tariff in the United States and to the lack of facilities for shipping the fruit to the mother country, the citrus industry of Jamaica, which includes the cultivation of oranges, grape-fruit, and limes, has made less rapid headway. Still, over forty million oranges are now shipped from the island every year, besides thousands of cases of the juicy grape-fruit, without which no breakfast table in America is complete.

It is hardly necessary to state that coffee is exported, for the berry, which is produced at an altitude of from 3000 to 4000 feet on the slopes of the Blue Mountains, enjoys a world-wide reputation for excellence, and fetches a higher price than any other. Liberian and Arabian coffee, also, are cultivated in the parish of Manchester, and cacao grows well in St. Mary, St. Catherine, Portland, and in other parts of the island. Ginger is another product closely identified with the island, where it is grown to perfection in the central districts, and also in the northern part of Westmoreland and the hills of St. James. Jamaica, too, is our main source of supply of pimento, a pungent and aromatic berry, produced by a species of myrtle tree—*Pimento acris*—and known to every housewife as “allspice.”

Jamaica also deservedly enjoys a reputation for the production of tobacco and the manufacture of cigars. The plant is grown in St. Andrew, St. Catherine and Clarendon, and the cigars made from it bear favourable comparison with those produced in Cuba. During the Spanish-American War, many expert cigar-makers took up their abode under the British flag, and the Jamaicans soon learnt to turn out cigars which are considered by many smokers to rival even the best known brands from Havana. There are only two tea



plantations in the Western Hemisphere. One is in South Carolina and the other in Jamaica, where a small tea industry has been successfully established in St. Ann's.

Prominent among the many kinds of timber shipped from this island are ebony and bitter wood—which furnishes us with the medicinal decoction known from the negro, “Quashee,” who discovered its virtues, as quassia—and the three dye-woods, fustic, lignum-vitæ and logwood. From the last-named the dye is now extracted by a secret process at several local factories, and a considerable saving in freight is thus effected.

Coco-nuts have been called the “Consols of the East.” They should also be known as the “Consols of the West,” for they grow to great advantage near the coasts of Jamaica, and are a steady source of income to their fortunate proprietors. No fewer than twenty million coco-nuts are now shipped from the island every year.

Jamaica has more factories than any other British West Indian island. Most of these, however, only cater for the local trade, notable exceptions being those devoted to the manufacture of cigars, logwood extract, banana figs and flour, which are largely shipped to Germany, Cassava, and Jippi Jappa hats. These hats, which are practically the same as Panamas, are skilfully made from the leaves of the palm *Carludovica Jamaicensis* by the natives.

We do not use the term natives in the strictest sense, for the aboriginal inhabitants of Jamaica, the mild and peaceful Arawaks, were soon stamped out of existence by the Spaniards, who compelled them to labour in the mines of Hispaniola, work for which they were quite unsuited. To meet the consequent need for labour, negro slaves were introduced from West Africa. It has been estimated that in 1655, immediately before the capture of the island, the inhabitants

numbered 3000 only, half of whom were slaves and half Spaniards. By 1670 the population had risen to 15,000, and a century later it amounted to 209,617. At the time of emancipation the slaves in the island numbered 311,700. The descendants of these slaves  
59 now form the bulk of the population, numbering as they do 630,181 out of a total of 831,383. Next to these in numerical order are the coloured people. The terms “coloured” and “black” as applied to the human race are sometimes loosely used as synonymous. In the  
60 British West Indies the negroes are called black, while the coloured people are those of mixed African and European descent. At last census no fewer than 163,201 residents in Jamaica were classified as coloured, and the position taken by people who fall under this designation varies according to the proficiency which they attain in education, culture, wealth or influence. The white inhabitants number 15,605, and include besides English, Scotch and Irish, Portuguese, who came originally from Madeira, Germans, and Syrians who go to Jamaica as traders. Attempts have from time to time been made to establish settlements of Europeans as labourers, but they have invariably failed. As in British Guiana and Trinidad, East Indian labour is employed on many of the sugar estates, the coolies being introduced into the island from Calcutta under a system of indenture. Still, the East Indians are not by any means so numerous as they are in the two first-named colonies, though they actually outnumber the white inhabitants, comprising as they do 17,380 souls; 2111 Chinese have also made Jamaica their home, where they are concerned mainly in the retail trade and laundry business.

Jamaica is now, generally speaking, more prosperous than it has ever been before. This is clearly proved by the trade returns, which show that the total volume of trade is now valued at approximately six millions





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[See page 57.

FREDERICK STREET, PORT OF SPAIN, TRINIDAD.



Copyright.]

[See page 65.

GATHERING BANANAS, TRINIDAD.



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A SCENE ON THE OILFIELDS, TRINIDAD.

[See page 67.]



Copyright.]

PIGEON POINT, TOBAGO.

[See page 68.]



sterling every year. The days of immense fortunes made by individual proprietors have gone, perhaps beyond recall, but Jamaica's prosperity is more widespread than in any previous years of its history; and, having regard to the important position that the island occupies, lying as it does astride the new trade route to the East by way of the canal which now links the waters of the Atlantic with the 61 Pacific Ocean, it is safe to predict that Jamaica will enjoy still greater prosperity in the future.

## LECTURE III

### TRINIDAD AND TOBAGO

1 WHEN Columbus sailed from San Lucar de Barrameda in 1498, on his third voyage, he vowed that he would dedicate to the Trinity the first land which he sighted in the New World. After a propitious voyage, which lasted just over two months, three peaks were seen above the horizon, and the discoverer, mindful of his



TRINIDAD.

vow, called the island from which they rose Trinidad—a name retained by it to this day.

This fertile and beautiful island, which to the Indians was “Iere,” or the land of the humming-bird (and there are still a number of those brilliantly



plumaged birds upon it), lies off the delta of the Orinoco River to the north-east of Venezuela. In size it is rather smaller than Lancashire, having a total area of 1754 square miles, and its population is 333,552. In shape it has been compared with a hide stretched out, for it has promontories at each of its four corners. Those at the north-west and south-west are extended towards the mainland and enclose the Gulf of Paria, an almost land-locked sea, which is approached by narrow straits at the north and south. The straits at the north are called by the significant name of the Bocas del Dragone, or the Dragon's Mouths, while those at the south are known as the Boca del Sierpe, or Serpent's Mouth.

Geologists state that at some far distant time Trinidad must have been connected with the continent of South America ; and it is plainly noticeable that the islands of Monos, Huevos and Chacachacare, which divide the northern Bocas into four channels—those of Monos, Huevos, Navios and the Boca Grande—are of the same formation as the Spanish Main, as the northern seaboard of South America is called. Again, it has been pointed out that the valleys in Trinidad lie in the same direction as those in Venezuela, while bituminous deposits occur both in the island and on the mainland.

The north coast of Trinidad is rock-bound, the east so exposed to surf as to be almost unapproachable, and the south exceedingly steep in parts ; but there are fortunately several convenient and safe shipping ports on the west coast in the quiet and sheltered waters of the Gulf, which is rarely visited by storms of any violence.

The island is very mountainous, and has three distinct ranges running from east to west. Of these the northern one is the highest, El Tueuche and the Cerro de Aripo both rising in it to 3075 feet. The

central range runs in a south-westerly direction from the east coast, and terminates in the Montserrat Hills, a district of great fertility. The highest points in the southern range, which is more broken and irregular than either of the others, are the Three Sisters, to which tradition gives the honour of being the part of Trinidad first sighted by Columbus. The three ranges of mountains mark off between them two plains or river basins. Each of these is divided into two parts by higher land, which runs from the north to the south and forms a water-parting between the rivers that empty themselves into the Gulf of Paria and the Caribbean Sea respectively. The northerly and southern ranges are still for the greater part clothed with virgin forest,—the romantic High Woods described by Charles Kingsley in “At Last,”—and contain much valuable timber.

2 The rivers of the island, though numerous, are practically useless for the purpose of navigation. The principal among them are the Caroni and the Couva on the western side, and the Oropouche and the Ortoire on the east. There are many water-falls of exceptional charm, the more notable being those of Maracas and  
3 the Blue Basin. The former plunges over a perpendicular wall of rock 340 feet high, covered with masses of ferns, and breaks in the course of its fall into a shower of spray. The Blue Basin is scarcely less picturesque. Here the water is precipitated in a slanting direction from the midst of a tangled mass of tropical foliage into a limpid pool which well deserves its name.

Trinidad and her ward Tobago enjoy the great advantage over the neighbouring islands to the north of being outside the hurricane zone. Their climate is hot, but by no means unhealthy, and thanks to the vigorous measures adopted in recent years for the destruction of mosquitoes, which have been proved to



be the communicating agents of several diseases, malaria is decreasing and outbreaks of more serious fevers rarely occur. During the rainy season, which extends from June to December with a break in September, the climate is humid and somewhat oppressive; but the days on which the sun does not shine at all are rare. Earthquake shocks occasionally occur, but are never formidable.

Unlike so many other West Indian islands, Trinidad has no active centres of volcanic disturbance, though gas pressure has been manifested by mud volcanoes, tiny craters seven miles from San Fernando, which periodically emit muddy water smelling strongly of pitch, and by the sudden appearance in 1911 of a new island off Erin 4 Bay. On the day following its birth, the island, which was about an acre in extent, burst with a loud noise, affording a magnificent spectacle to those who were in the neighbourhood at the time. It has since been washed away by the action of the waves.

After sighting the Three Sisters, to which we have already referred, Columbus sailed round the south-eastern promontory, which he called La Galera, from a fancied resemblance of a rocky islet near it to a galley, passed along the south of the island and entered the Gulf of Paria by the Boca del Sierpe. He then coasted along the Main, and after some bartering with the Indians sailed through the Bocas del Dragone and proceeded on his voyage.

At the beginning of the sixteenth century, frequent raids were made on the native Indians by Spaniards from the mainland; but no serious attempt was made to dislodge them and to found a settlement until 1532, when Don Antonio Sedeño was sent out to govern the island. He built a fort and issued a Cedula, or decree, declaring it to be lawful to make war on the Indians and to reduce them to slavery; but his followers drifted back to the Main and the scheme came to nothing.

The early Spanish colonizers, for greater safety from attack, always established their settlements inland, and in the year 1577, following their usual custom, they founded San José de Oruña, on the site of the present town of St. Joseph, seven miles from the coast. This proved to be the real beginning of the settlement of Trinidad; but progress for many years was slow. Sir Walter Raleigh, on his memorable voyage in search of the riches of Guiana, raided the settlement, and his example was followed successively by the Dutch from Guiana and by the buccaneers. In spite of this, however, Spanish ascendancy over Trinidad was never seriously menaced for over two hundred years.

Until towards the close of the eighteenth century, the island was only sparsely populated by Europeans. The cultivation of cacao had been successfully introduced from South America, and negro slaves were imported to work on the plantations; but in 1727 a blight swept over the island, bringing ruin to the planters, and a long period of acute depression followed. Indeed, to such straits were the inhabitants reduced that it is recorded that in 1740 the colonists complained that they could only go to Mass once a year, and then only in clothes borrowed from one another, while the members of the Cabildo, or Municipality, had "only one pair of small clothes among them."

Fortunately an enterprising Frenchman, M. Rome de St. Laurent, came upon the scene at this critical juncture. Attracted by the rare fertility of the soil of the island, he succeeded in persuading the Spanish Governor to encourage foreigners to settle upon it. With this object in view, Cédulas were issued in 1780 and again in 1783, inviting settlers to take up land, and this move proved so successful that the population, which numbered only 3000 in 1783, rose to 18,000 in 1797. It was stipulated in the Cédulas that the



new-comers must all embrace the Roman Catholic faith; but Don Josef Maria Chacon, who was sent out as Governor to give effect to the decrees, never insisted upon the strict observance of this condition.

Chacon's tolerance led to the downfall of Trinidad as a Spanish possession. The island was resorted to by many French refugees from the neighbouring islands, which were at this period in a very unsettled state, and, as the amount of land allotted to each settler was based on the number of his slaves, these worthless people kidnapped slaves from the plantations in the islands from whence they came, and encouraged fugitives to accompany them. As a consequence, the Spanish residents were soon outnumbered by the new-comers, and Trinidad remained a Spanish colony in name only.

So matters stood in the year 1796, when a brawl took place in Port of Spain between some sailors of the English frigate *Alarm*, which had been attacking some privateers in the Gulf, and the French residents and privateersmen. The Englishmen managed to fight their way back to their boats, and it is possible that no further notice would have been taken of the affair, but for the indiscretion of the Commodore who next day landed an armed force to avenge the insult. They withdrew before an actual conflict occurred; but the affair formed one of the principal counts on which Spain declared war against England a few months later, and on February 12th, 1797, an expedition set out from Martinique under the command of Sir Ralph Abercromby to reduce the island. His task proved an easy one. Apodaca, the Spanish Admiral, rather than risk an engagement, set fire to his own ships as they lay at anchor under the walls of the fort on the island of Gaspar Grande, an event which has been depicted in a painting by Pocock that was presented to Admiral 5 Harvey, who commanded the English fleet. The English

troops were disembarked on the following day, and met with no serious opposition. On February 18th, Chacon surrendered the island to Abercromby, the articles of peace being signed in the estate's residence known as Valsayn, in St. Joseph. The cession of Trinidad was confirmed by the Peace of Amiens in 1802, and since that year no serious attempt has been made to deprive us of what is next to Jamaica the wealthiest of our West Indian colonies.

The transatlantic mail steamer from England, after calling at Barbados, visits Trinidad on her voyage to ports on the Spanish Main, Jamaica, Cuba and New York. She enters the Gulf of Paria through one of the Bocas del Dragone, past the romantic sentinel islands of Monos (monkey), Huevos (egg), and Chacachacare (the word is an Indian one), whose rugged masses tower overhead. In the days before propulsion by steam, the passage of these Bocas was not always an easy matter when winds were contrary, for the current sweeps through them like a mill race.

It stirs the blood to feel that it was through these narrow straits that Columbus sailed in 1498 to unknown seas, that it was through them that our fleet sailed in 1797 to capture Trinidad, and that Nelson himself entered the Gulf by them in 1805, during his memorable pursuit of Villeneuve in the *Victory*, the very ship in which he died after the crowning victory of Trafalgar. Nowadays steamers forge their way through these Bocas all too quickly for the traveller, who cannot fail to find much to admire in the grandeur of the surroundings.

After entering the Gulf an easterly course is set for Port of Spain, the capital of the island, which stands on a plain at the angle formed by the north-west promontory to which we have already referred. Soon our steamer passes the historic island of Gaspar Grande, which witnessed the destruction of the Spanish Fleet



on that memorable night in 1797 of which we have spoken. Beyond, in Chaguaramas Bay, lies an immense floating dock, now the property of the local government, 6 which can lift vessels of 4000 tons register. As we proceed on our voyage, we pass an enchanting archipelago of small islands which, with the background of majestic hills, vividly recall Lake Maggiore. Some of the islands are rocky; others, thickly wooded to the water's edge, form favourite resorts for picnics and excursions for the well-to-do residents of Port of Spain, who repair to them also for bathing and fishing, which 7 are here unsurpassed. At length Port of Spain comes into sight, superbly situated at the foot of a vast amphitheatre of hills all densely wooded to the summit.

Owing to the absence of harbour accommodation, we must go ashore in launches, which will also take 8 some of our fellow passengers to the inter-colonial steamers for British Guiana and the islands, for Port of Spain is now the port of transhipment for passengers and mails under the Government contract. The harbour presents an animated scene, as motor launches flit to and fro and great lighters—or droghers as they 9 are called—transfer cargo. We pass several coal-hulks, which remind us that Port of Spain is a coaling station of growing importance. On reaching the wharf, we can at once recognize from its busy appearance that we are in a centre of great commercial activity.

Port of Spain, which occupies the site of an old 10 Indian village called Conquerabia, is one of the finest towns in the British West Indies. Once squalid and shabby, it is now scrupulously clean, and many of its buildings would grace a European capital. The town enjoys the advantage of a plentiful water supply, which is stored in reservoirs in the mountains, and a drainage system that is the envy of the

neighbouring islands. Time was when ghoulish vultures called "Johnny Crows" were protected by law in order that they might act as scavengers, and it was not uncommon to see them tearing dead dogs and cats to pieces in the streets; but the need for these has long since gone, and that eminent authority on such matters, the late Sir Rubert Boyce, has pronounced Port of Spain to be the best drained and most sanitary city in the West Indies.

From the wharves we will enter Marine Square, a spacious boulevard planted with trees, which was established by a former governor on land reclaimed from the Gulf. The streets are wide and well-proportioned. Through many of them run electric tram-cars, for the provision of which Trinidad has to thank Canadian enterprise.

Most of the streets running at right angles to Marine Square lead eventually to the Savannah, the centre of social life in Port of Spain, and on our way to that pleasure ground we must pause to admire the Red House, or Government Building, an imposing edifice which replaces one destroyed during a riot in 1903. In it are situated the principal Court of Justice and various Government offices, and in it, too, the Legislative Council of the colony meets.

Trinidad and Tobago afford an admirable example of the successful working of the Colonial system. At the date of the cession of the first-named island, the government was administered by a Governor assisted by the "Illustrious Board of Cabildo," a corporation consisting of a president and twelve members. Colonel Picton, the first English Governor, acting under the instructions of Sir Ralph Abercromby, whose aide-de-camp he had been, maintained the Cabildo, but appointed in addition a "Council of Advice." From this the Legislative Council, which consists entirely of nominated members, has been evolved, and the executive



government of Trinidad and Tobago is vested solely in the Governor, who is advised by an Executive Council.

The Savannah, also known as Queen's Park, is a fine open space, about 130 acres in extent, near the centre of Port of Spain. It is surrounded by trees, and overlooking it are the Queen's Park Hotel and many handsome villas and stately mansions, some of which are so palatial that they would not be out of place in Park Lane. All have gardens gay with hibiscus, poinsettias, bougainvilleas, and crotons of many colours, whilst at night the bewitching beauty of the scene is enhanced by myriads of fire-flies. Near the centre is the small cemetery of the Peschier family, which seems strangely out of place; for the Savannah is now devoted to sports of various kinds, and not a stone's throw away is the grand stand of the racecourse. On public holidays, such as Empire Day, the appearance of the Savannah, with its motley crowds in holiday attire, is very animated.

Conspicuous among the many notable buildings in this neighbourhood is that of the Queen's Royal College, a Government institution which provides secondary education for boys; and as we drive round the Savannah we pass Government House, the residence of the Governor of Trinidad and Tobago. This substantial building, which was erected in 1875 on the Indian model, replaces the cottage in which, as readers of "At Last" will remember, Sir Arthur Gordon, afterwards Lord Stanmore, entertained Charles Kingsley.

The grounds of Government House form part of the famous Botanical Gardens which alone would be almost worth crossing the ocean to visit, so many strange and rare trees and palms do they contain. In these gardens, under skilled guidance and with the assistance of a well-stocked library and herbarium, the wonderful tropical flora of Trinidad, both native and exotic, can be studied in detail and at leisure.

19 Prominent among the trees is an immense saman, whose  
spreading branches give foothold to innumerable  
20 epiphytes, living on air, besides animal life represented by  
manicous, a kind of opossum, hairy tarantula spiders and other  
creeping things. Here  
21 a huge clump of giant bamboos attracts the eye,  
22 here a quaint cannon-ball tree, and here, again a  
23 screw-pine with its quaint, stilt-like stem. Palms  
24 grow in profusion, the most noble being the cabbage  
palms, the heart of which, by the way, furnishes  
25 epicures with a delicious salad. Orchids abound, and  
it would be hard to say what tropical plants are not  
26 represented.

The Botanical Gardens are under the care of the Department of Agriculture, which also controls the St. Clair Experiment Station, the St. Augustine estate, where experiment work on a large scale is carried on, the Government Stock farm at St. Joseph, where a  
27 fine type of Zebu cattle is raised, and the River Estate,  
28 which is superbly situated in a natural amphitheatre of forest-clad hills.

Many enjoyable expeditions can be made from Port of Spain. We have already referred to the Blue Basin and the still finer Maracas Fall, and will now visit the estates and plantations which are the main source of Trinidad's wealth. This we can best do by means of the Government railway.

Though Trinidad has, as we shall see, valuable sources of wealth in her asphalt, oil and manjak deposits, her principal industries are still agricultural. The two great staples of the colony are sugar and cacao. During the days of slavery, immense fortunes were made out of sugar; but, though that industry has held its own better in Trinidad than in some other West Indian Islands, the exports of cacao now far exceed those of cane sugar in value.

It is estimated that there are now no fewer than



seven hundred cacao estates in the island, with a total area of over 300,000 acres. In Trinidad the cacao is shaded by tall forest trees called Bois Immortel, or Madre de Cacao ("mother of cacao"), and as at certain seasons of the year these are ablaze with a brick-red blossom, it will be readily appreciated how very beautiful the plantations are.

Cacao, appropriately known to botanists as *Theobroma cacao*—the food of the gods—is an evergreen which grows to the height of from 15 to 30 feet, with bright pointed leaves from 8 to 20 inches long. The flowers and fruit, which it bears at all seasons of the year, grow on the trunk and the thicker part of the branches, with stalks only an inch in length. The fruit is a large five-celled pod from 7 to 9½ inches in length and 3 to 4 in breadth, varying in colour from bright yellow to red and purple. 29

The principal cacao crop begins in October and November, and continues till the end of April, while there is a smaller crop in June. The ripe pods are gathered and piled in heaps. These pods, which contain about 1¼ ounces of dried beans, are then broken and the beans are collected in baskets and removed to the "sweating" house, where the pulp which surrounds them is removed by the process of sweating or fermentation. The beans are packed closely together in boxes, covered with plantain leaves, and left for four days or a week, being, however, occasionally "turned over" during that time. Fermentation takes place, and the beans are then spread out on large flat trays called "barbecues" or "boucans." On these trays they are "danced," that is to say, the black labourers dance or trample on them in order to remove the dry pulp, and the beans are then dried by the sun, or by some cases in mechanical drying apparatus. The boucans have sliding roofs, which are closed over them when, as is often the case 30 31 32

in the middle of the day, the sun is too powerful, or when it comes on to rain. When the cacao is quite  
33 dry, it is packed in bags, each containing  $1\frac{1}{2}$  cwt., and is then ready for shipment.

The local sugar industry can be seen at its best in the Naparima district to the east of San Fernando, a prosperous town and shipping place next in im-  
portance to the capital. Here many thousands of  
34 acres are devoted to the cultivation of sugar-cane. In the whole island there are now about sixty sugar estates, the total annual output of which is from 50,000 to 60,000 tons of cane sugar.

The largest works in Trinidad, and, indeed, in the  
35 British West Indies, are those of the Usine Ste Madeleine, which was the first "central sugar factory" to be erected on British soil, having been founded in 1870 by Sir Nevile Lubbock who, with Dr. Morton, was also responsible for the establishment of a successful system of cane-farming by which peasants grow canes and supply them to the factory. The principle of the central factory system, in which the future of the West Indian sugar industry is believed to lie, is the grouping together of a number of estates the canes from which are ground at one central base, with the result that a considerable saving of expense is effected.

In a previous lecture we described the muscovado process of sugar manufacture. The vacuum-pan system, which is the one more generally followed in Trinidad, is much more elaborate.

The sugar-canes, when ripe, are conveyed to the factory by light railways, of which the Usine Ste Madeleine alone has about 60 miles. Here they are weighed on a weigh-bridge and placed on a "carrier," an endless conveyor which takes them inside the building.  
36 They are then crushed by a series of immense steel rollers, of which as many as fourteen (which form



what is called a fourteen-roller mill) are used in some cases. The crushed cane, or megass, as it is called, is then removed by another carrier to be used as fuel, while the greenish-coloured juice extracted from the cane is pumped into the clarifying tanks, where it is mixed with lime, and the impurities are separated from it. The clarified juice is then drawn through pipes into three closed vessels called the "triple effect," 37 where the process of the evaporation of the water from it is begun. The object of having three vessels is to save steam and consequently fuel. By producing successively lower boiling points in the several vessels, by reducing the air pressure in them, the vapours from the juice in the first, when heated by steam, is made to boil the juice in the second, and that from the second the juice in the third, to which a vacuum pump is attached. The juice, which has now reached a greater degree of density, is next transferred to a vacuum-pan, in which it is boiled at a low temperature until granulation sets in. The massecuite, as the granulated product is called, is then transferred to centrifugals—large drums or baskets, the sides of which are perforated with small holes and lined with wire mesh. The baskets are made to revolve on a spindle at a rapid rate, and the molasses is driven out by centrifugal force, leaving the more or less dry sugar behind, which is then bagged and is ready for shipment.

Allied to the manufacture of sugar is that of rum, which, as we showed in the preceding lecture, is a spirit distilled from cane sugar molasses, washings from the sugar factory, skimmings, etc., in sugar-cane growing countries.

On the sugar estates, and also on many cacao 38 plantations, most of the labourers are East Indians. These are the immigrants from Calcutta and their descendants, who now form so large a proportion of the population of Trinidad. East Indians were, as we

have seen, first imported in 1844, and since that year immigration has continued annually, with few exceptions.

The East Indians are introduced under a system of indenture, whereby they are pledged to serve the employers to whom they are allotted for five years. At the end of that period they are free; and after ten years' residence in the colony, they become entitled to a return passage to India, on paying half the fare in the case of males, and one-third in that of females. The Indians are, however, so happy in Trinidad that only a small proportion avail themselves of this privilege, while those who do, frequently return to the West Indies.

In Trinidad the East meets the West. The East  
39 Indians bring their customs with them, and here we  
40 find them celebrating the time-honoured Moharam  
festival with cries of "Hasan Husain," and in their  
villages we see their artificers working in the character-  
istic attitude of the East, and their women folk  
41 liberally adorned with silver bangles and jewellery.  
42 Here, again, we find negroes keeping the Carnival.

Among other agricultural products of Trinidad  
which are exported on a commercial scale are coco-nuts,  
43 bananas and citrus fruits. Coco-nuts grow to perfec-  
44 tion on the sandy beaches of the island, and almost the  
entire east coast is fringed with this picturesque palm,  
whose nut provides us with so many useful commodities.  
It is said that this remarkable belt of palms owes its  
origin to a French vessel from the East Indies laden with  
coco-nuts being wrecked off the surf-beaten coast. Some  
of the nuts sprouted and took root, and in the process  
of time multiplied, forming the "cocal" of which  
Charles Kingsley wrote: "The surf became louder  
and louder; and it was worth coming all the way from  
England to see it alone. I at once felt the truth of  
my host's saying that if I went to the cocal I should





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A CACAO ESTATE, GRENADA.

[See page 73.]



*Copyright.]*

THE CRATER OF THE SOUFRIÈRE, ST. VINCENT.

*[See page 75.]*



*Copyright.]*

CASTRIES, ST. LUCIA, FROM THE MORNE.

*[See page 80.]*



find myself transplanted from the West Indies to the East." Now upwards of twenty million coco-nuts are exported every year, besides quantities of copra, the 45 kernel of the nut, which is dried on boucans, or drying floors, in the sun.

The banana industry has been retarded somewhat 46 by lack of facilities for shipping the fruit; but it is now making headway. The red banana in particular, which is already much sought after in America, is becoming increasingly popular on the London market. Mangoes and citrus fruits, such as oranges, citrons and limes, are also being cultivated successfully for export. Rubber is still in its infancy in the colony; but large 47 areas have been planted with hevea and castilloa, and recent tappings have proved that the soil of Trinidad is well suited to those valuable trees.

With so large an Indian population, it is not surprising to learn that Trinidad is producing rice in 48 increasing quantities, and it is estimated that fully 13,000 acres are now devoted to this form of cultivation. In the swampy lands of Oropouche and Caroni, and elsewhere, it grows well, and the time should not be far distant when Trinidad will produce sufficient rice for her own requirements.

From the agricultural, we will now pass to the mineral resources of Trinidad, foremost among which at present is asphalt from the world-famous Pitch Lake. We can reach this remarkable "lake," which lies in a depression twelve miles to the west of San Fernando, by one of the small government steamers that ply between various points in the Gulf of Paria. Even as we approach the shore, we cannot fail to notice the smell of pitch which pervades the atmosphere.

Our steamer takes us to Brighton pier. Alongside 49 it lie vessels being loaded with asphalt, which is brought down to them by baskets on an endless cable. From the pier a short drive takes us to the brink of the

50 “lake.” Here we see before us a vast deposit of asphalt—not the hard substance as we know it at home, but asphalt of about the consistency of softish cheese. Around the basin in which it lies are the remains of a fringe of tropical vegetation extending on to the “lake” itself, where sufficient soil has collected to afford it foothold. The air is full of the smell of pitch, and the heat insufferable. Here labourers are busily employed digging the stuff out and shovelling it into buckets, which are eventually conveyed by the cable ropeway to the vessels lying by the pier, as we have already seen.

This wonderful “lake” is leased to an English company under American control, which, in return for the exclusive right of taking asphalt from it, pays to the local Government a royalty of 1s. 8d. per ton. From these royalties and from the export duty of 5s. per ton, the treasury of the colony is now enriched by from £45,000 to £50,000 every year.

The existence of petroleum deposits in Trinidad has long been recognized; but no practical efforts were made to win oil until twelve or fifteen years ago, when Mr. Randolph Rust, a local resident, imported modern oil drilling machinery into the island and started boring operations. His indomitable pluck and enthusiasm rendered him proof against the ridicule to which he was at first subjected, and in 1901 he was rewarded by successfully striking oil at Aripéro. Other prospectors now came on the scene, and in 1910 quite a number of companies were floated to exploit the oilfields of Trinidad. While most of them failed hopelessly through lack of capital, several conducted useful pioneering work before they were absorbed by one or other of the three large corporations which are at present developing the oilfields. The first shipment of  
51 oil from the local wells was made on April 27th, 1911, when Sir George Le Hunte, the then Governor, opened the valve at the end of the pipe-line on Brighton Pier



and inaugurated the new industry. Work is now proceeding on sound and business-like lines, and a district which was once a hot-bed of fever has been rendered comparatively healthy by the enforcement of rigid anti-malarial measures and the erection of mosquito-proof houses for the employees. 52

On several of the properties the producing and exporting stage has been reached. Apart from heavy yields from occasional "gushers," a steady output of 53 some thousands of barrels of petroleum per day is main- 54 tained, and a regular service of tank steamers conveys the crude oil to United States' ports. It is interesting to compare the island's first oil tank with those now 55 used. The most productive wells are situated about 56 three miles from the shore, and it is a remarkable experience while motoring along a smooth asphalt road to come suddenly upon the derricks and their accompanying machinery in a clearing of the virgin forest.

From the neighbouring property of Guapo a cargo of oil was shipped to the United Kingdom in 1913, and many steamers now call at Trinidad to take supplies of oil for bunkering purposes. That this bunkering trade will extend, and that shipments of petroleum will shortly assume an important position among the exports of the colony, is now a matter of certainty.

About eighteen miles to the north-east of Trinidad lies Tobago, an island which enjoys the distinction of 57 having been described by Defoe in his immortal work, "Robinson Crusoe." We can reach it by one of the coasting steamers which, under contract with the local government, ply frequently between Port of Spain and Scarborough, its capital. Once possessing its own representative institutions, Tobago has, since 1898, been a Ward of Trinidad, and the new regime has been characterized by rapid agricultural development of the island.

Unlike the other islands in the Caribbean, its line of length is from east to west instead of from north to south. It points due north-east and south-west, and, including the adjacent island of Little Tobago, has a total area of 114 square miles and a population of 20,749. The surface of the island is hilly and broken, the main ridge, which is clothed with forests, running along the centre from the north-eastern end for about two-thirds of its length, and rising to its greatest height in Pigeon Point between 1900 and 2000 feet above the sea. The slope on the northern side is more or less steep, but on the southern side between the hilly spurs which run down to the sea are several river basins in which the chief centres of cultivation are situated. The island is well watered; but none of its streams—the largest of them is the Courland River, which empties itself into Courland Bay on the north side—are navigable. There are several water-falls of great charm. Round the coast there are many deep bays, among the more notable being Man-of-War Bay, in which, it is said, the whole of the British fleet could lie at anchor, on the north and leeward coast, King's Bay on the southern or windward coast, and Rockly Bay, at the head of which is Scarborough, the capital of the island.

Scarborough is picturesquely situated at the foot of a hill on the summit of which are the remains of the now dismantled Fort King George, whose imposing dimensions testify to the former importance of the position. In the old barrack square stands the government radio-telegraph station, by which communication with Trinidad is maintained. The Court House in Scarborough is a substantial building.

Tobago was first discovered by Columbus in 1498, on his third voyage, and was called by him Assuncion; but it reverted to its present name, which was given to it by the native Indians. The island was first



settled from Barbados in 1625, and from that year until 1814, when it was finally ceded to Great Britain, it was a constant source of contention between the Dutch, French, and British. Tobago was included in the grant to the Earl of Montgomery; but the early settlers were driven off by the Caribs. Two hundred Zeelanders from Flushing met with a similar fate. In 1642, James, Duke of Courland, sent out two shiploads of settlers, who were followed in 1654 by Dutch colonists, who overpowered the Courlanders in 1658. Four years later the Dutch withdrew, and Cornelius Lampsius was created sole proprietor of the island under the Crown of France. In 1664 the Courland grant was renewed, and two years later the island was captured by privateers from Jamaica, who were, however, compelled to surrender to a few Frenchmen from Grenada in the following year. The Frenchmen in turn abandoned the colony in 1667, leaving the Dutch in possession. In 1672 Sir Tobias Bridges, with troops from Barbados, broke up the Dutch settlement; but the Dutch returned, only to be defeated by a French fleet under Count D'Estrées after one unsuccessful attack in 1677. Louis XIV. restored the island to the Duke of Courland, who in 1682 transferred his title to a company of London merchants. In 1748 the island was declared neutral by the Peace of Aix-la-Chapelle. From 1762, when it was captured by our forces, to 1781, Tobago was in the hands of the British; but in the latter year the colony capitulated to the French under the Marquis de Bouillé, and in 1783 it was ceded to France. Ten years later it was retaken by the English, but again restored to France by the Peace of Amiens in 1802. In 1803, however, it was recaptured by Hood, and eleven years later it was finally ceded to England by the Treaty of Paris.

The forts in and about Scarborough, the numerous battery sites, the many old muzzle-loading cannon

found near the bays, and the military road which encircles the island, bear evidence to the value which was set on the possession of Tobago in the old days.

The island is now peaceful enough, and the inhabitants, among whom negroes predominate, are content to follow agricultural pursuits. The staple products were once sugar-cane, cotton and indigo; but these have now given place in the windward and  
64 central districts to cacao, rubber, coco-nuts and limes, for the cultivation of which the soil is admirably suited. In the leeward districts a few estates are still devoted to sugar; but much of the land is being laid out in coco-nuts, cotton and tobacco. At the Government Stock Farm at Burleigh, pedigree animals are kept.

The entire northern part of the island has just the soil and environment required by rubber, which has been extensively planted. Many estates under this kind of cultivation have already entered the productive stage, and the results so far attained prove that, given a reasonable price in the world's markets, Tobago will render good account of herself as a rubber-producing island.

The cotton industry, which was revived a few years ago, is also making headway, and a hybrid between Sea Island and the ordinary native type yields abundant crops. Tobacco, too, has recently begun to engage serious attention, and we are reminded that the name of the island is believed by some (probably quite wrongly) to be derived from the word "tabac."

Both Trinidad and Tobago have rich and varied soils, and an adequate supply of labour. While Trinidad is the island for the larger capitalist, it would be difficult to find a more suitable place than Tobago for young and energetic settlers with capital of from £2000. To both classes the joint colony has made a strong and irresistible appeal in recent years.



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## THE WINDWARD AND LEEWARD ISLANDS

THE titles Windward and Leeward Islands owe their origin to the Spaniards, who called the chain of smaller West Indian islands to the east of the Caribbean Sea, the *Islas de barlovento*, or Windward Islands, on account of their comparatively exposed position, and the larger islands along the north the *Islas de sotavento*, or Leeward Islands, because they were more sheltered from the prevailing winds. The names are now, however, applied to two distinct groups of British colonies in the West Indies.

The Windward Islands, with which we shall deal first, comprise Grenada, St. Vincent, St. Lucia, and the Grenadines, which are loosely federated for certain administrative purposes under a single Governor and Commander-in-Chief. Their total area is 516 square miles, or about twice that of the county of Middlesex, and their population 158,590.

The seat of government of the group is Grenada, an island of exquisite beauty lying 90 miles to the north of Trinidad, with an area of 120 square miles and a population of 59,864. The island, being of volcanic origin, is very mountainous, and those parts of it which are not cultivated are covered with luxuriant tropical vegetation. On the east and south-east the mountains slope gradually down to the sea; but on the windward side they are more precipitous. The

highest points are Mount St. Catherine (2749 feet), Mount Sinai (2300 feet), and the mountain of the Grand Etang, or the Great Pond, a lake 1740 feet above sea level, which occupies the crater of a long extinct volcano. This lake, which is embowered in virgin forest and great tree-ferns, is now a favourite resort for visitors, and a Government Rest House and Sanatorium near by is well patronized by residents.

Grenada has numerous rivers and streams, the principal being the Great River, which rises near the Grand Etang and empties itself into the sea to the north of Grenville Bay on the east or windward coast. St. George's, the capital of the island, straggles picturesquely over a rocky peninsula, at the southern end of the west coast, which shelters the Carenage, an almost land-locked harbour—the crater of an extinct volcano. Seen from the hills beyond, which were once strongly fortified, the town and harbour form a view unequalled for beauty and charm throughout the West Indies. At the extremity of the peninsula is the rugged old Fort George erected by the French over two centuries ago, and long since abandoned for military purposes. Grenville, the next town in size, stands on a bay of the same name near the centre of the windward coast, while at the extreme north of the island is Sauteurs (pronounced locally "Soteers"), a hamlet which witnessed the final extermination of the local Caribs, who leapt over a steep cliff into the sea at this spot in 1650, to escape from their French pursuers.

Grenada underwent many changes of ownership before it was finally ceded to the British in 1783. The island was discovered by Columbus, as we have seen, in 1498; but no attempt was made to colonize it until 1609, when a company of London merchants endeavoured to form a settlement upon it. In less than a year the colonists were driven off by the Caribs, in whose sole possession the island remained until



1650, when Du Parquet, the Governor of Martinique, having acquired Grenada from the French Company of the Islands of America, among whose possessions it had been included, landed with 200 men and erected a fort. The new settlers were at first well received; but they soon quarrelled with the Caribs. The savages were, however, suppressed with the aid of reinforcements from Martinique. In 1656 Du Parquet, who had failed to make the island pay, sold it to Count de Cerillac, who in turn disposed of it again to the French West India Company. On the dissolution of that organization, the island passed to the French Crown, which retained it until 1763, when it was ceded to Great Britain. In 1779 it was recaptured by a French fleet under Count d'Estaing, only to be restored to England in 1783 by the peace of Versailles. Since that year Grenada has remained British, though we narrowly escaped losing the island in 1795, when Victor Hugues, the French Republican and friend of Robespierre, brought about a rebellion, which was started at Grenville under Julien Fédon, a coloured planter. During this terrible insurrection, the Governor, Ninian Home, and forty-seven other inhabitants, were ruthlessly massacred in the rebels' camp—the site of which is now marked by a stone pillar—and the island 6 was nearly devastated. The helpless inhabitants were driven back to St. George's, and it was not until June, 1796, that the rising was suppressed by Sir Ralph Abercromby, who had meanwhile arrived in the West Indies with reinforcements.

The soil of Grenada, which is wonderfully fertile, 7 is well adapted for the cultivation of all kinds of tropical produce. Cacao in particular yields large crops in the island, and forms by far the most important in- 8 dustry. The methods of cultivation of the tree and the preparation of its beans are practically similar 9 to those adopted in Trinidad; the only material

difference being that, in Grenada, shade trees are  
10 considered unnecessary. Here, as in Trinidad, the  
beans taken from the pods are placed in a sweating  
house with the object of removing the pulp which  
surrounds them, in fermentation; they are next  
11 laid out on large drying floors or boucans, where they  
are "danced" to remove the pulp, and are then dried  
by the sun, or in artificial drying apparatus.

Next in importance to cacao among the island's exports come spices. The cultivation of nutmegs was first started in Grenada in the 'eighties of last century, and the industry has made such strides that the island is often spoken of as "The Spice Island of the West." Nutmeg cultivation in its earlier stages requires considerable expert knowledge, inasmuch as the trees are male and female and require, therefore, careful selection; but when they reach maturity they need little attention, and a full-size tree yields no fewer than 5000 nutmegs every year. Surrounding the nut is a scarlet lace-like substance, which when dried becomes the mace of commerce. In this wonderfully fertile island coffee, kola, and coco-nuts are also produced in yearly increasing quantities. Lately rubber, too, has been planted, and it already gives promise of good returns.

Between Grenada and St. Vincent, sixty-eight miles to the north-east, stretches an archipelago of small islands called the Grenadines. Some are attached to the government of Grenada; others to that of St. Vincent. The former include Diamond Island, Islet Ronde, Les Tantes, Isle de Caille, and Levera, Green Bird, Conference, Marquis, Bacolet, Adam, Caliviny, Hog and Glover Islands, which have a total area of a few square miles. But the most important of all is Carriacou, which has an area of 13 square miles and a population of 6886. This dependency of Grenada is mountainous; but its greatest elevation—High North



—is only 980 feet in height. The capital is Hillsborough, and the island has a spacious natural harbour in Grand Carenage. On Carriacou a land settlement scheme has been successfully established, and the contented peasant proprietors produce large quantities of Marie Galante cotton, the cultivation of which has never been abandoned since its introduction in the eighteenth century. The St. Vincent Grenadines comprise Bequia, Mustique, Balliceaux—a corruption of Belles Oiseaux, though “beautiful birds” are no longer a conspicuous feature of the island—Battowia, Canouan, Mayreau and Union Island. Their total area is 17 square miles, and their population 3505. Being so sparsely inhabited, they do not contribute materially to the exports of their mother colony.

St. Vincent, whose wild and romantic scenery bears 12  
favourable comparison with that of any of its neighbours, has an area of 133 square miles, being a little smaller than the Isle of Wight, and a population of 38,372. It is of purely volcanic formation. At the northern extremity of its backbone of densely-wooded mountains is the Soufrière, a volcano 3500 feet high, 13  
which after being quiescent for nearly a hundred years burst into violent eruption in May, 1902, devastating nearly one-third of the island and causing terrible loss of life. Fortunately, the Soufrière has again lapsed into quietude, and a peaceful lake now occupies its 14  
grim-looking crater. The southernmost point of the range is Mount St. Andrew (2600 feet), which dominates the valley at the foot of which stands Kingstown, the capital, on the shores of a bay of the same name.

Kingstown Bay, an indentation of about three-quarters of a mile deep on the south-west coast, is extremely impressive. At its head the capital is seen 15  
nestling at the foot of lofty mountains among luxuriant palms, silk-cotton, bread-fruit, and other tropical trees. On the north-west is Berkshire Hill, upon which 16

stand the picturesque and weather-worn ruins of Fort Charlotte, while to the south is Cane Garden Point, which was also a strategic position of importance. Farther round the coast to the south is a sea-girt  
17 rock, upon which is perched Fort Duverneta, erected in the troublous years at the close of the eighteenth century.

Discovered by Columbus on his third voyage in 1498, St. Vincent was not colonized until 1722. Prior to that year, it had been declared neutral, all attempts at settlement having been frustrated by the Caribs. In 1722 the island was granted by King George I. to the Duke of Montague, who sent out colonists. The French protested, and by the treaty of Aix-la-Chapelle the neutrality of St. Vincent was again recognized. In 1762 the island was captured by General Monckton, and colonization now proceeded apace, only to be checked, however, by the Caribs, who stoutly refused to swear allegiance to the King. Troops were accordingly introduced from North America, and after some desultory fighting a treaty was arranged with these wild people, who were given the large tract of land in the north part of the island, still known as the Carib Country. In 1779 the island was surrendered to the French; but it was restored again to Great Britain by the treaty of Versailles in 1783.

During the French Revolution the island was overrun by the Caribs under Chatoyer and Duvallé, who were assisted by the French in what was called the "Brigands' War." Houses were burnt, cane fields plundered, and many colonists were ruthlessly murdered before peace was restored by General Sir Ralph Abercromby in 1796.

The pacification of the island was completed by the banishment of most of the Caribs to Ruatan, an island  
18 off the coast of Honduras. Some loyal families of this race remained behind, however, and though many were



killed by the eruption of 1902, a few pure-blooded representatives survive in St. Vincent.

St. Vincent enjoys the distinction of having the oldest Botanic Garden in the Western World. The garden was established as far back as 1763; and it was to supply it with the bread-fruit tree that Captain Bligh made his memorable voyage to the South Seas, to which we have already referred. This historic garden now has many ornamental trees and palms besides numerous economic plants of great value. At the far end stands Government House, the residence of the 19 Administrator, amid a wealth of tropical foliage.

Once dependent on sugar, St. Vincent now relies on arrowroot and Sea Island cotton for its prosperity, and it is noteworthy that St. Vincent produces the finest cotton in the world. This Sea Island cotton has a very long staple, and is largely used in the manufacture of lace and embroideries. The seed is planted between June and August, and in about three months' time the plants burst into flower. Two months later the bolls are formed, and the cotton is ready for picking, a process which is conducted by men, women and children. It is next sorted, dried, and taken to the ginnery, where the lint 20 is separated from the seed and pressed into great 21 oblong bales ready for export. The seed is then carefully sorted, the finest being selected for planting, while the remainder is used as food for stock or is crushed in order to extract the valuable oil which it contains.

Arrowroot (*Maranta arundinacea*), which has for many years been an important industry in the island, vies with cotton as the principal industry of St. Vincent, and a larger area is devoted to its cultivation than to that of any other crop. There are many arrowroot mills in 22 the island, some of which may appear at first sight rather primitive; but they are all really well equipped and serve their purpose admirably. In these mills the roots of the plant are reduced to a fine pulp, which is washed—

an essential being the use of extremely pure water—and strained. The water, with the arrowroot in suspension, is then allowed to flow slowly along flat and shallow troughs, and the starch, as it is now called, settles at the bottom. At the close of the day's work the arrowroot is dug out and placed in tubs to be washed and dried, after which it is packed in barrels and tins for export. Other industries of the island include cacao and sugar, besides the cultivation of yams, sweet potatoes, and ground provisions generally.

- 23 Thirty miles to the north-east of St. Vincent lies St. Lucia, which was discovered by Columbus on his fourth voyage, in 1502. To attempt to give the history of this island in detail within the compass of this lecture would be impossible, so frequently did it change hands. For its strategic position no less than for its superb and sheltered harbour—modestly described in the colony's motto as “*Statio haud malefida carinis*” (A safe harbour for ships)—its possession was eagerly sought for by France and England.

The crew of the *Oliph Blossome*, after taking possession of Barbados in 1605, visited the island; and in 1638 settlers from Bermuda and St. Kitts landed there, only to be driven off, after a short stay, by the Caribs. In 1650 the Frenchman Du Parquet bought the island with Grenada and the Grenadines, and sent out forty settlers under one Rousselan, who by marrying a Carib established cordial relations with the natives. After the murder of three of his successors, who were less gifted with tact, the island was in 1660 declared neutral. In 1664 it was captured by a force of a thousand Barbadians, sent against it by Lord Willoughby, and thereafter it changed hands no fewer than seven times before it was finally ceded to Great Britain by the treaty of Paris in 1814.

The physical characteristics of St. Lucia, which has an area of  $233\frac{1}{4}$  square miles and a population of 49,963,



closely resemble those of its fellows in the windward group. It is volcanic, and has a central range of lofty mountains buttressed by ridges running down to the sea. Canaries, which rises to an altitude of 3140 feet, is the highest point; but the most conspicuous mountains are the Pitons (the Peaks), which appear to 24 rise sheer out of the sea on the leeward side of the island, and form a prominent landmark to mariners. The Gros Piton, 2619 feet high, can be ascended with comparative ease; but the Petit Piton (2461 feet) is more precipitous, and it was not until 1878 that, after repeated attempts, it was climbed for the first time. It is a tradition that years ago a party of English sailors endeavoured to scale the Gros Piton. Their comrades on board ship watched them through a glass and saw one man after another fall. The last survivor planted the Union Jack on the summit. Then he too fell. All were victims of the deadly fer-de-lance snake. This venomous reptile once infested St. Lucia; but it is nowadays rarely seen, thanks to the introduction of its deadly enemy the mongoose. These Pitons are obviously of volcanic origin. Further evidence of volcanic activity is afforded by the sulphur springs in the neighbourhood of Soufrière, a small town superbly 25 situated on the leeward coast.

St. Lucia is well-watered, and is much indented with harbours and bays. The most notable of the former is that of Castries, the capital of the island—so 26 named in 1785 after Maréchal de Castries, the French Colonial Minister of the day. It affords a secure anchorage for ships, and has several basins, one of which is called after the late Prince Alfred Duke of 27 Edinburgh, uncle of our present King, who visited the island in 1861.

The harbour of Castries, like that of St. George's, Grenada, is formed by the crater of an extinct volcano. Its entrance, scarcely a pistol-shot across, is protected

on the left by a promontory called the Vigie (or look-out), on which costly barracks had just been erected in 1905, when the garrison was withdrawn, and on the right by the historic Morne Fortuné, 800 feet high, which witnessed much desperate fighting in the days when the possession of the island was contested between France and England. It was on these breezy heights that the Duke of Kent, great-grandfather of King George V., hoisted the British colours on April 7th, 1794, when the island was captured by Vice-Admiral Sir John Jervis and Lieut.-General Sir Charles Grey; and it was from their works that the French republicans were driven by Brigadier-General John Moore, afterwards Sir John Moore the hero of Corunna, two years later.

On a plateau at the west end of the Morne is Government House, a handsome building which commands a  
28 superb view of the harbour, the Vigie, Choc Bay, and Pigeon Island, in Gros Islet Bay beyond, from which, as we shall learn later, Rodney watched the movements of the French Fleet, lying at Fort Royal, Martinique. It was from this Bay that he sailed before the memorable "Battle of the Saints," in which he effectively defeated de Grasse on April 12th, 1782.

In these days of super-Dreadnoughts, Castries may not play so important a part as a naval harbour as it has done in the past; but as a commercial harbour and coaling station it is of immense value. Indeed, it is said to rank as thirteenth in order of importance among the harbours of the Empire. As is the case at  
29 Nagasaki, in Japan, coaling is conducted at Castries entirely by women, who carry the coal up the gangways in baskets on their heads. The West Indian, it may be mentioned, carries everything on his head, from a banana to a packing case, and it is to this  
30 that the splendid bearing and carriage of the black women is commonly attributed.

Owing, perhaps, to the great prosperity of the





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THE CIRCUS, BASSETERRE, ST. KITTS.

*[See page 84.*



*Copyright.]*

ROSEAU, DOMINICA, FROM THE SEA.

*[See page 88.*





coaling business, less attention has been paid in the past to agriculture in St. Lucia than in the neighbouring colonies, and fully a third of the island still awaits agricultural development. Still, progress is being made, and the value of the general exports is steadily creeping up every year.

The island has no fewer than four central sugar factories, all well equipped in every respect; the area under cacao is steadily being extended, and in a few years' time St. Lucia will rank high among the islands which export limes and the many products of the lime tree, of which we shall speak later.

St. Lucia, like Tobago and Dominica, is essentially an island for the young and energetic settler with a capital of £1500 and upwards, who will secure there such a return for his money as he could hope to get in few other parts of the world.

The Leeward Islands, which comprise Antigua (with its dependencies Barbuda and Redonda), Montserrat, St. Kitts-Nevis (including Anguilla), Dominica and the Virgin Islands, have from the earliest days of their colonization been grouped together in history as in geography. All, with the exception of Dominica, were settled from St. Kitts, all were included in the grant to Lord Carlisle to which we have referred more than once. From the reign of William and Mary, they also possessed a common Legislature.

The general Legislature, after being practically in abeyance for some years, met for the last time in 1798, and from that year until 1871 several political changes occurred, the islands first managing their own affairs and then being federated in groups; but in 1871 the ancient constitution of the colony was revived, the islands, including now Dominica, being federated by the Leeward Islands Act of the Imperial Parliament, by which one Executive and one Legislative Council were constituted for the group. Each

Presidency, however, also has its own Executive and Legislative Councils, which deal with purely local matters.

The seat of government of the Leeward Islands, of which the total area is  $706\frac{1}{2}$  square miles, and the population 131,826, is Antigua, and it is here that the Governor of the Leeward Islands resides. As, however, St. Kitts was the first of the islands to be settled, we will deal in the present lecture with that island first.

- 31 St. Kitts, or St. Christopher, was discovered by Columbus in 1493, on his second voyage. It occupies the proud position of being the mother colony of the British West Indies; for though Barbados was nominally taken possession of in 1605, it was not definitely settled until 1626, while St. Kitts was colonized in 1623. In that year Mr. (afterwards Sir) Thomas Warner (whose tombstone can still be seen at St. Thomas',
- 32 Lowland) landed in the island. Two years later he returned to it with a number of settlers, his arrival, so it is said, coinciding with that of a number of Frenchmen under Sieur d'Esnambuc, a privateering sailor from Dieppe. The warlike Caribs soon began to harass the settlers, but they were exterminated by the French and English, who stood shoulder to shoulder in the face of a common foe.

The settlers next came into conflict with the Spaniards, who, fearing that they were becoming too powerful, nearly annihilated them. During our war with France in 1666, the French captured the English part of the island, in spite of the assistance which the Governor received from Colonel Morgan, uncle of the redoubtable buccaneer, Sir Henry Morgan, who afterwards became Lieut.-Governor of Jamaica. By the peace of Breda in 1667, England recovered her part of St. Kitts, only to lose it again in 1689, when the English settlers were expelled. In the following year, however,



Sir Timothy Thornhill, with a force of Barbadians, captured the whole island.

The French regained their part of St. Kitts by the peace of Ryswick in 1697, but five years later England once more became sole mistress of the island, which was definitely ceded to her by the peace of Utrecht in 1713. The French possessions were sold by auction, and £80,000 of the sum realized was appropriated as a marriage portion for Princess Anne, on her betrothal to the Prince of Orange.

The island now began to prosper. The early settlers planted tobacco and indigo; but these products soon gave place to sugar, which is still the staple of the colony. But for occasional hurricanes, nothing took place to check the prosperity of St. Kitts until 1782, when it was besieged by the French under the Marquis de Bouillé, who was supported by the Comte de Grasse and a formidable fleet. The garrison withdrew to Brimstone Hill, where they 33 were joined by the militia, and were subjected to a 34 vigorous siege.

On January 25th, Sir Samuel Hood, by a brilliant 35 manœuvre, which was watched by many onlookers from the hill-sides of the neighbouring island of Nevis, captured the anchorage of Basseterre from de Grasse; but in spite of his efforts the fortress fell, and on 36 February 13th the survivors of the garrison, who were accorded full honours of war, marched out and laid down their arms. The French were now masters of the island; but it was restored to England by the treaty of Versailles, which followed Rodney's victory over de Grasse on April 12th, 1782.

St. Kitts, which has an area of  $65\frac{1}{2}$  square miles and a population of 30,867, is volcanic, and in consequence extremely rugged. The highest point is Mount Misery, which rises to 3711 feet amid the central range of mountains. The huge and isolated mass of limestone

overlying volcanic rock, known as Brimstone Hill, forms a conspicuous object on the leeward coast. It has been called the Gibraltar of the West Indies. Guns were first mounted on it in 1690 by Sir Timothy Thornhill, and after the siege to which we have just referred, it was strongly fortified. The garrison was, however, finally withdrawn in 1857, after the outbreak of the Crimean War. The buildings are deserted and in ruins, the sound of the bugle is still, and the parade ground no longer rings with the tramp of our soldiers. A visit to the hill reveals the strength of the fortifications, the ruins of which are now carefully tended by the local government.

37 Basseterre, the capital, is a trim little town rebuilt after a fire in 1867. We enter it through an archway in the Government Building. Near by is the Town  
38 Square or Circus, surrounded by stately cabbage palms. Another picturesque spot is the cool and leafy  
39 Pall Mall Square.

40 And before we leave the island, we must visit the  
41 great central sugar factory, which has several miles of light railway to feed it with canes, and one of the smaller, but more picturesque muscovado factories.  
42 We must also inspect the cotton factory, where the Sea Island cotton—grown as a rotation crop with sugar—  
43 is ginned and baled for export.

At the south-east corner of St. Kitts there is a narrow isthmus scarcely more than a mile or a mile and a half in length, which expands into a knob of land containing salt ponds; a strait, some two miles in width, separates St. Kitts from Nevis at this point, and the tiny islet in between is called Booby Island. From Basseterre to Charlestown, the capital of Nevis, the distance is twelve miles, and the voyage is by no means a pleasant one when the winds are contrary.

Nevis was colonized from St. Kitts in 1628. The Spaniards nearly destroyed the settlement in the



following year, and in 1706 it was ravaged by the French, who also invaded it in 1782. With an area of 50 square miles, it is little more than one large volcanic cone—fortunately extinct—which rises to a height of 3596 feet. Yet this small island gave to the world Alexander Hamilton, the great American statesman. It gave to Nelson, too, his bride, the widow Frances Herbert Nisbet. The marriage took place at Montpelier, the ruins of which are still pointed out, and the bride was given away by Prince William Henry—afterwards King William IV. The entry of the wedding in the register of Fig Tree Church is naturally treasured in the island. 44

Towards the middle of the eighteenth century, Nevis was much frequented by white people from the neighbouring island, on account of its thermal springs. The waters rise near Charlestown, and prove efficacious in the treatment of gout, lumbago, sciatica and kindred ills. A Mr. Huggins, realizing their value, erected a large hotel and bathing establishment in 1787. These, after being closed for many years, have recently been thrown open to visitors once again. The bathing arrangements are now all that can be desired, and it will not be surprising if Nevis, which has a population of 12,870, regains its reputation as the Spa of the West Indies. 45

From Nevis we will visit Anguilla, though in the absence of steam communication, we must do so in a sloop, or one of the droghers which convey the produce from outports to the place of shipment. Anguilla, which has an area of 35 square miles and a population of 4188, is mainly devoted to the cultivation of Sea Island cotton and the raising of live stock. It was settled by Englishmen in 1650; but all its inhabitants were transferred to Antigua in 1689, in consequence of raids by the French. Many, however, drifted back and formed the nucleus of the present population.

About thirty-four miles to the south-east of Nevis lies  
46 Montserrat, an island with an area of  $32\frac{1}{2}$  square miles,  
47 and a population of 12,196. It is purely volcanic,  
and has three groups of mountains, the highest elevation being the Soufrière, which rises to 3000 feet, in the south. The hills rise in steady slopes from the sea, and are cultivated to a height of 1500 feet. The two main ranges are clothed with dense forests, and the island is in consequence well watered.

Montserrat was colonized by Warner in 1632. It was wrested from us by the French in 1667, but retaken a few months later, and it has remained in our possession ever since, except for another brief spell in 1782, when, with nearly all the neighbouring islands, it was captured by the French. During the Commonwealth, many Irish were sent out to the island, and it is noteworthy that to this day some of the negro inhabitants speak with a distinct brogue, while many still have Irish names.

The name of Montserrat is familiar in connection with lime juice, but the cultivation of Sea Island cotton is now the chief industry of the island. The cultivation of limes was first started in the island in 1852, and until the revival of cotton growing in 1902 it was almost the only industry of Montserrat, the production of sugar—a former staple—having almost ceased.

48 Antigua, which, as we have seen, is the seat of  
government of the Leeward Islands, is twenty-seven  
miles north-east of Montserrat, and has an area of 107  
49 square miles and a population of 31,394. Its physical  
features differ very materially from those of its neighbours. To the south and south-west, it is certainly volcanic and mountainous; but to the north and north-east it is coralline, while the centre is flat and of a clay formation. The island has no rivers to speak of, and suffers periodically from droughts of great severity. The



shores are fringed with coral reefs and have many natural harbours, the most notable being that of St. John's in the north-west, at the head of which stands the capital of the same name, English Harbour, with the still larger Falmouth Harbour next to it on the south, Willoughby in the south-east, and Parham on the north coast. Of all, English Harbour is historically the most interesting; it is a tradition that it was here that Nelson refitted his ships during his pursuit of Villeneuve to the West Indies and back before the battle of Trafalgar.

Antigua, which was discovered by Columbus on his second voyage in 1493, was visited by a Spaniard, Don Antonio Serrano, in 1520. In 1629, d'Esnambuc made an abortive attempt to settle the island, but he was compelled to leave, owing to want of water. Three years later, Edward, the son of Sir Thomas Warner, the illustrious colonizer of St. Kitts, was more fortunate, and succeeded in establishing a settlement. During the Commonwealth, Antigua remained true to the Royalist principles and was included with Virginia, Barbados, and Bermuda in the Imperial Act prohibiting trade with those colonies; the inhabitants were with difficulty subdued in 1652.

In 1666, the French, reinforced by Irish and Caribs, landed at Five Islands Bay and captured the island, but it was ceded to England by the peace of Breda in the following year, and it has remained in our possession ever since.

Sugar is the mainstay of Antigua. The island has two large and well-equipped sugar factories, and many smaller ones in which the old-fashioned muscovado sugar and syrup are produced.

Sea Island cotton is also cultivated to some extent, and pineapples used to be raised profitably in the southern part of the island. The industry has, however, been checked by the lack of facilities for transport.

In Barbuda, Antigua's dependency, about twenty-five miles to the north, Sea Island cotton is grown, and horses and live stock are raised. This island, which has an area of 62 square miles and a population of 871, is now managed by a superintendent under the Governor of the Leeward Islands. In the eighteenth century it was a game preserve of the Codrington family. From Redonda, another dependency—it is little more than a rock, having an area of half a square mile and a population of 120—phosphate of alumina is exported by a private company, which pays to the local government a royalty of 6*d.* per ton.

By far the most beautiful of all the Leeward Islands is Dominica, which lies eighty-five miles to the south-east of Montserrat, between the French islands of Guadeloupe and Martinique, from each of which it is distant about thirty miles. Its area is 304 $\frac{2}{3}$  square miles, and its population 33,836. Volcanic and very mountainous, it has a lofty range of mountains culminating in Morne Diablotin (5000 feet), the highest peak of the Caribbean Andes. The island has a curious natural phenomenon in the Boiling Lake, a crater pond which is periodically filled and emptied by subterranean forces. Dominica is well watered, and is said to have no fewer than 365 rivers, the principal of which are the Layou and Pagoua, which nearly intersect the central mountains. At this part the range resolves itself into undulating country of some 2000 acres in extent and varying in height from 200 to 1500 feet. Here some of the richest land in the island is situated, and the district has in late years undergone considerable development, since it was rendered accessible by the Imperial Road, constructed in 1898 at a cost of £1500 voted by the Imperial Parliament. The capital of the island is Roseau, which presents an attractive appearance from the sea. Some of the streets are still paved with the old cobble stones



laid down by the French. Others are macadamized and 60  
less old-fashioned.

Dominica has had a more troubled history than its 61  
neighbours. For years every attempt to settle the  
island was frustrated by the Caribs, and in 1748 it was,  
with St. Vincent, St. Lucia and Tobago, declared  
neutral by the treaty of Aix-la-Chapelle. The French  
ignored the treaty, and established plantations, which  
were, however, wrested from them in 1759 by the  
English, who were confirmed in their possession by  
the peace of Paris in 1763. Following this peace, the  
lands were surveyed and sold in London for £312,092.

In 1778 the island was invaded by the Marquis de  
Bouillé, and the garrison, after a stubborn resistance,  
was compelled to surrender. But the French only  
remained masters of it for just over four years, for it  
was restored to England in 1783 by the treaty of  
Versailles, which followed Rodney's victory over De  
Grasse on April 12th, 1782. Though called by English-  
men the Battle of the Saints—from the French islands  
off Guadeloupe—the engagement, which resulted in a  
brilliant victory for British arms, is known to French-  
men as the Battle of Dominica. Island after island  
had fallen into the hands of the French, who were  
contemplating an immediate descent upon Jamaica  
when, on February 19th, Sir George Brydges Rodney  
arrived with his fleet at Barbados, where he was joined  
by Sir Samuel Hood. He proceeded to St. Lucia, the  
capture of which island as a strategic base he had  
warmly advocated some years before, and making his  
headquarters at Gros Islet Bay, he watched from Pigeon 62  
Island the movements of Villeneuve and the French  
Fleet, which lay off Fort Royal in Martinique, thirty  
miles away. On April 8th, the French fleet left their  
anchorage and stood away to northward. Rodney  
pursued them, and on the following day a partial  
engagement took place between Sir Samuel Hood and

the French Admiral. Three days later, on the eventful April 12th, one of De Grasse's vessels, which had lost her foremast and bowsprit, was being towed into Guadeloupe by a frigate when Rodney gave chase. De Grasse at once formed his line of battle. Rodney, recalling his ships, followed suit. A general action began at seven o'clock in the morning, and continued till half-past six in the afternoon "without a moment's intermission," to quote Lord Rodney's despatch. Shortly before noon the ships of the two fleets were parallel, and sailing in opposite directions, when Rodney, seizing his opportunity, executed the brilliant manœuvre, ever after famous, of breaking the enemy's line. The British flagship *Formidable*, followed by six ships of the centre division, penetrated the French line throwing it into utter confusion, and a complete and signal victory was secured. At half-past six the French flagship struck to Sir Samuel Hood in the *Barfleur*, De Grasse fighting gallantly to the last, until only he himself and two unwounded men remained on the upper deck. The English lost on this day 253 killed and 1037 wounded; while of the French, no fewer than 3000 were accounted for as being killed and wounded. In this memorable engagement, which secured to us our West Indian Colonies, the English fleet was slightly superior in numbers, consisting of 36 ships and 2640 guns, as compared with 34 ships and 2560 guns of the French, but the latter carried an extra complement of 5500 men and a complete train of battering guns and field pieces for the conquest of Jamaica. The *Ville de Paris*, a three-decker of 2300 tons and 110 guns, which was the gift of the City of Paris to Louis XV., and cost £176,000—no small sum for a single ship in those days—was sent home by Rodney as a prize with four others, and with three of his own ships which had been seriously damaged, under the command of Admiral Graves, but unfortunately she



and the *Glorieux* went down with all hands in a hurricane off the Banks of Newfoundland.

All that we now have to remind us of this magnificent vessel are two guns which flank the statue of Lord Rodney in Spanish town, Jamaica, and the ship's bell and sentry's clock, which are preserved in the Museum 63 of the Royal United Service Institution in London.

In 1795, Victor Hugues, invaded Dominica from Guadeloupe, but he was driven off; and in 1805, shortly after the arrival of Villeneuve's fleet in the West Indies, General La Grange compelled the garrison of Roseau to retire to Prince Rupert's at the northern end of the island, but since the latter year the ownership of Dominica has never been seriously challenged.

The early settlers devoted themselves to the cultivation of coffee, but subsequent to a severe blight, the planters turned their attention to sugar-cane, and at one time upwards of 6000 hogsheads of sugar were exported annually. When, owing to the foreign sugar bounties, the price of sugar fell to such a price that it became no longer a remunerative crop, the planters were at their wits' end to know what to replace it with. Then Dr. John Imray urged that an attempt should 64 be made with the lime (*Citrus acida* var. *medica*). The soil proved to be exactly suited to the requirements of this tree, and now limes and lime products constitute by far the largest item among the exports, and Dominica is the principal lime-producing island in the world.

The seeds of this tree are sown 8 or 9 inches apart, and the seedlings, when from 4 to 6 inches high, are planted out at distances varying from 15 by 15 to 20 by 20 feet. Under favourable conditions, the tree begins to bear fruit in the third year after planting, but hardly comes into full bearing in from eight to ten years. The tree flowers from February to June, and the main crop is gathered from June to December.

The fruit of the tree is shipped in a variety of

forms. In America and Canada, where it is used for the same purpose as lemons—to which, by the way, it is infinitely preferable—the raw fruit is in great demand. In the United Kingdom, too, it is becoming increasingly appreciated. But more importance is attached to the trade in lime juice, concentrated lime juice (the water from which is evaporated in order to reduce the bulk), citric acid, and citrate of lime. Essential oil and otto of limes are also shipped.

The yield of limes per acre varies, but on well conducted estates it should amount to as much as 150 to 160 barrels of fruit per acre annually. A barrel yields from  $7\frac{1}{2}$  to 8 gallons of juice, while the yield of citric acid varies from 12 to 14 ounces. Cacao is also being cultivated on a considerable scale, and in late years many acres have been planted with Para rubber.

65 We will bring this lecture to a close with a brief survey of the Virgin Islands. The British Islands in this group comprise Tortola, Virgin Gorda, Anegada, Jost van Dyke, Peter's Island, and Salt Island, besides innumerable small islets, with a total area of 50 square miles, and a population of 5557. The islands are somewhat off the beaten track, and to visit them we must again have recourse to a small sloop or schooner. They are mostly hilly and rugged. Sombrero—known to generations of sailors as "Spanish Hat"—is only a bare rock rising 40 feet above the sea level, on which the Board of Trade maintains a lighthouse. It was added to the Leeward Islands by Order in Council in 1904. Though geographically one of the Virgin Islands, it is not included in that Presidency.

Till ten or twelve years ago, the Virgin Islands were on the verge of ruin; but thanks to the introduction of Sea Island cotton cultivation, they now pay their way. The peasant proprietors also raise cattle and catch fish, which they sell in St. Thomas. The women, too, make wonderfully fine drawn-thread



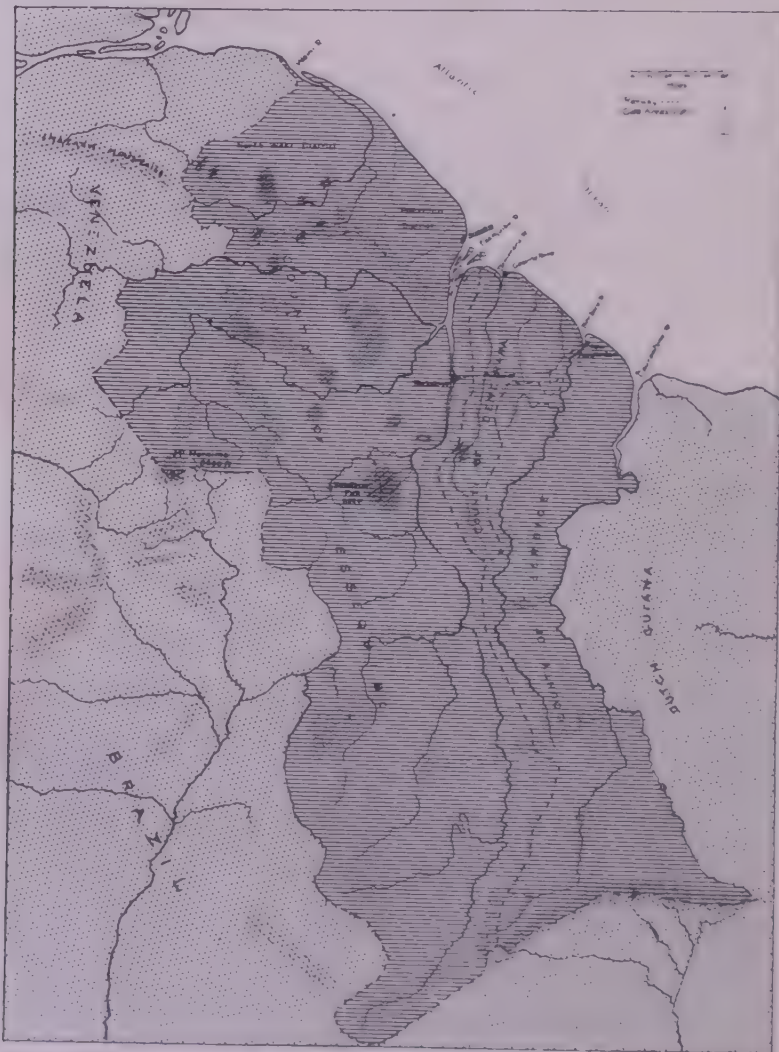
work, a minor industry which should be capable of expansion.

The voyage among the Windward and Leeward Islands by the mail steamers is like a yachting cruise. It would be impossible to exaggerate its charm, and it is safe to say that, when suitable hotel accommodation has been provided, visitors will flock to these islands during the winter months to escape the damp and fogs of winter in northern latitudes and to enjoy the glories of the scenery and the manifold attractions of the tropics. To young and active settlers, these islands make a strong appeal. Many thousands of acres of wonderfully fertile soil can be acquired in islands like Dominica and St. Lucia with complete security of tenure at merely nominal prices, and fortunes can be made in the cultivation of cacao, limes and other crops. For the operations of the capitalist, too, there is ample scope in the direction of the cultivation of sugar-cane and the manufacture of sugar on modern lines.

## LECTURE V

### BRITISH GUIANA AND BRITISH HONDURAS

GREAT BRITAIN possesses two mainland dependencies in close proximity to her West Indian islands, namely



BRITISH GUIANA.

British Guiana on the north-east coast of South America, and British Honduras on the east coast of



Central America. Of these, British Guiana is by far the larger. It has a total area of 90,500 square miles, being about the same size as Great Britain, and, on the map, it quite dwarfs the West Indian islands, from the nearest of which it is distant 120 miles.

This great colony which lies just outside the Caribbean Sea, is bounded on the north by the Atlantic Ocean, on the south and south-west by Brazil, on the east by Dutch Guiana, and on the north-west by Venezuela. It has a coast line of about 270 miles in length, extending from Point Playa, assumed to be the eastern limit of the mouth of the Orinoco, to the River Corentyn, which separates it from Surinam or Dutch Guiana. 1

Geographically the colony may be divided into three fairly distinct belts. The northern one, known as the coastal region, consists of a low-lying, swampy and alluvial flat extending from mid-water mark to a distance varying from ten miles to forty miles inland. Beyond it is a broader and slightly elevated tract of country composed of sandy and clayey soils. This sand and clay belt, the greater part of which is clothed with high forests, is somewhat undulating, and is traversed in places by sand dunes, rising from 50 to 180 feet above the sea level. These are succeeded by the mountain region, which comprises eleven-twelfths of the colony.

The mountains consist of undulating plateaux rising at varying distances one behind the other in bold sandstone escarpments, from 1200 to 2000 feet high, until they culminate in the flat-topped mountains of Roraima and Kukenam, whose summits are 5000 feet above the surrounding country and 8600 feet above the sea-level. Sir Everard im Thurn, who was the first to ascend Roraima, has described its curiously 2 strange form in these terms :—

“ All around were rocks and pinnacles of rocks

3 of seemingly impossible fantastic forms standing in apparently impossibly fantastic ways—nay, placed one on or next to the other in positions seeming to defy every law of gravity—rocks in groups, rocks standing singly, rocks in terraces, rocks as columns, rocks as walls and rocks as pyramids, rocks ridiculous at every point with countless apparent caricatures of umbrellas, tortoises, churches, cannons, and of innumerable other most incongruous and unexpected objects.”

The four most important rivers of the colony are the Demerara, the Essequibo (with its main tributaries the Massaruni and Cuyuni), and the Berbice, which give their names to the three counties, and the Corentyn. The Essequibo river is navigable for a distance of 40 miles, the Demerara 80 miles, and the Berbice 88 miles from the sea; but, generally speaking, the rivers are impeded above the tideway by numerous rapids, cataracts and falls, which render navigation of the upper reaches difficult. The largest river is the Essequibo, which has a length of 600 miles and an estuary 14 miles wide, and drains more than half the total area of the colony.

4 The principal water-fall in the colony is the Kaieteur, on the Potaro river, which plunges over a sandstone and conglomerate table-land into a deep valley below—a sheer drop of 740 feet, or more than five times the  
5 height of Niagara. This remarkable fall, which was discovered by Mr. Barrington Brown of the Geological Survey in 1870, has now been rendered accessible by an enterprising firm which provides boats, provisions, and sleeping accommodation in Rest Houses for travellers. The expedition, which involves a journey of many miles up the rivers in the local river boats—known as “batteaux”—paddled, and “portaged” past the rapids, by negroes and aboriginal Indians, besides some tramps through the virgin forest, affords





Copyright.]

THE KAIETEUR FALL, BRITISH GUIANA.

[See page 96.



Copyright.]

TIMEHRI ROCK, BRITISH GUIANA.

[See page 97.

It was the search for El Dorado, the mythical city of gold, that first attracted attention to Guiana. The rumour of the existence of such a city in Guiana was based on the slender evidence of a Spanish soldier, who having been separated from his companions, in the course of an exploring expedition up the Orinoco, told them on his return that he had been shown by the Indians a great inland lake with golden sands on which there stood a city roofed with gold. Throughout the sixteenth century the search for this fabulous city, in the existence of which all Europe believed, continued. In 1595 Sir Walter Raleigh joined in the quest, and on his return he published the "Discoverie of Guiana." He was followed by English, Dutch, and French traders. It is recorded that the Dutch attempted a settlement in the Pomeroon as early as 1580, and in 1616 certain Zeeland merchants established a colony on the Essequibo, building, at or about that time, a fort called "Kyk-over-al," or "look over all," at the junction of the Cuyuni and the Massaruni rivers, the ruins of which still remain in the shape of a few steps and an old arch, the keystone of which was brought to London during the Venezuelan boundary arbitration, but is now back in its original position. A settlement was also formed on Fort Island, near the mouth of the Essequibo. Some years later, probably in 1624, the colony of Berbice was founded by Van Peere, a merchant of Flushing, by license from the Netherlands West India Company, under whose control the Essequibo colony had passed.

In 1650 the Governor of Barbados established an English colony on the Surinam river to the east of the Dutch settlements, and in 1667, war having broken out between England and the Netherlands, Surinam was captured by the Dutch, and was ceded to the Netherlands by the treaty of Breda, which provided that either country should retain its conquests



made by the preceding May. Thus New York became a British possession in exchange of Surinam. Meanwhile, ignorant of the fact that peace had been declared, a British force from Barbados had taken Kyk-over-al and Pomeroon; these settlements were, however, naturally relinquished again.

In 1740, settlers of various nationalities began to arrive in considerable numbers, and five years later colonists from Essequibo settled the colony of Demerara, and the town of Stabroek (now Georgetown) became a place of some importance. Demerara was constituted a separate colony in 1773, and in 1784, after a brief interval of English and French occupation, the two colonies of Essequibo and Demerara were united under one Government. When Holland fell under French domination in 1795, the settlers in Guiana welcomed English interference. Demerara was captured without difficulty by a fleet from Barbados in 1796, but was restored by the treaty of Amiens in 1802. In September in the following year, however, the two colonies were again captured by the English, and in 1814 they were finally ceded to Great Britain. Under English occupation two separate governments were retained, one for Essequibo and Demerara, and one for Berbice, and it was not until 1831 that these were united and the colony of British Guiana, of which Demerara, Essequibo and Berbice are now counties, came into existence.

The subsequent history of British Guiana has been comparatively uneventful, the only outstanding feature having been the dispute with Venezuela over the boundary which came to a head in 1895-6, and was, happily, settled by arbitration in 1899, when the International Tribunal awarded to Venezuela Point Barima and a small district in the upper reaches of the Cuyuni, but otherwise left the boundary line as defined by Sir Robert Schomburgk in 1842-3. The delimitation

of the boundary between the colony and Brazil was also submitted to arbitration some years later, and in 1904 the King of Italy gave his decision by which the area in dispute was fairly divided between Great Britain and Brazil.

It is a two days' steam from Trinidad to Georgetown, on the Demerara river, which is now the capital of British Guiana. Even in the Gulf of Paria the sea is without the exquisite blue colour so characteristic of the Caribbean, and has a muddy tinge due to matter brought down by the mighty rivers of this part of South America, and kept in suspension by the opposing forces of the great ocean currents which strike against this part of the coast. This muddiness is intensified as we near the mainland. The front lands of British Guiana are below the level of the sea, and as we draw near the mouth of the Demerara river we only notice a long and low coast line fringed with bush and scrub, above which the tall chimneys of the sugar factories appear here and there. Ten miles from the shore, the lightship rolls monotonously in the muddy water, and the scene is not very inspiring. As we draw nearer, we discern the sea wall, which extends for a mile and a half from the mouth of the river to Kitty Village, and not only protects Georgetown from the sea, but also provides the inhabitants of the city with a delightfully breezy promenade.

We next pass the tall lighthouse and then the old Fort William Frederick which guards the entrance. On the right bank of the river lies Georgetown basking in the sun.

11 Our vessel is now moored alongside the "stellings," as  
the wharves are still called—one of the many reminders  
we have of the former Dutch regime. On landing we  
12 enter Water Street, the chief business thoroughfare,  
13 which runs parallel with the Demerara river for about  
14 two miles. Near the stellings is Stabrock Market, a  
large iron building which presents a scene of great



activity in the early hours of the morning. Here we are reminded of the cosmopolitan nature of the inhabitants, for we see African negroes, aboriginal Indians from the interior, East Indians from Calcutta, and also Chinese.

The aborigines of British Guiana never showed themselves adaptable to agricultural pursuits, and consequently in the seventeenth and eighteenth centuries great numbers of negroes were imported from West Africa to work on the plantations. A certain proportion of these negroes and their descendants who, even before the abolition of slavery, had in one way or another acquired their freedom, and a very much larger number set free by the Act of 1833, severed their connection with the planters, and, acquiring abandoned sugar-cane lands, formed the village communities which are still a notable feature of life in the colony. The result was that the want of labour which followed emancipation was felt far more acutely in British Guiana than it was in the West Indian islands, and eventually a system of East Indian immigration was resorted to. This system is still in vogue and works admirably. To quote Surgeon-Major D. W. D. Comins, who visited British Guiana in 1894 at the instance of the Indian Government, the system "has passed through successive stages of improvement until it now stands a pattern to all the world of successful and liberal management." At the present time of a population in British Guiana of 296,041, no fewer than 126,517 are of East Indian descent.

Chinese labourers were also introduced into the colony for a time, but this form of immigration was suspended owing to its great expense.

Georgetown is a bright and clean city, equipped 15 with every modern convenience. Electric cars hum unceasingly through its busy streets, in several of which there are attractive shops, where most of the

necessaries of life can be purchased to better advantage than in many provincial towns at home.

In British Guiana the houses are almost without exception constructed of wood and raised on brick  
16 pillars from 8 to 10 feet high, to keep them from the damp. Many of the private residences, with their cool-looking verandahs, or "galleries" as they are called, their green jalousies and their gardens ablaze with poinsettias, hibiscus, allamandas, and other tropical flowers, besides crotons and shrubs of great variety, are particularly charming. The streets are laid  
17 out on a rectangular plan, and down several of them run canals, in which the superb Victoria Regia waterlily, discovered in the interior by Sir Robert Schomburgk, flourishes. So large are the leaves of this plant, that one of them will support the weight of a fair-sized boy.

Many of the Government buildings, churches, and offices form notable examples of colonial architecture.  
18 Here, for example, are the Victoria Law Courts, here the Anglican Cathedral, here the Town Hall, and here,  
19 again, the Public Buildings, which contain the Government Secretariat, various public offices and the Hall  
20 of the Court of Policy.

The Court of Policy—the name is another relic of the Dutch days—was the old executive and legislative body of the colony of Demerara and Essequibo, while taxation and finance were dealt with by the Combined Court, consisting of the Governor, the Members of the Court of Policy, and six financial representatives elected by the direct vote of the people. The Articles of Capitulation in 1803 stipulated that the laws, usages, and constitutions of the colonies should be maintained as before. Roman Dutch Law is consequently still in force in British Guiana, while for many years the Dutch system of election to the Court of Policy survived. It involved the election of unofficial members of the Court from a



double nomination by a College of Kiezers, of which there was one for each county, each consisting of seven members elected originally by a majority of the votes of inhabitants possessing not fewer than twenty-five slaves. In 1891, however, the constitution of the joint colony was modified, and it now comprises the Governor, the Executive Council, the Court of Policy, and the Combined Court. The constitution of British Guiana differs from that of most of the West Indian colonies, there being an unofficial majority in the Legislative body for financial purposes.

Georgetown has been described as the Garden City, by reason of the many beautiful trees and palms by which its streets are adorned. There is a superb avenue of cabbage palms, which we can reach by 21 tramcar, near Plantation Houston. Another equally beautiful avenue is that along "Brickdam," one of the original streets of the town, which leads to the 22 Botanic Gardens. In these gardens we can see many specimens of the wonderfully varied native flora of the colony, such as the courida, the roots of which perform a useful function in protecting the muddy sea shores from denudation, the forbidding-looking mangrove trees which are abundant in the swamps at the mouths 23 of the rivers, and, in addition to the predominant coconut palm and the cabbage, or "Royal palm," a great variety introduced from every part of the tropical and sub-tropical world. The chief characteristics of the vegetation of Guiana are height and size. The trees are tall, the leaves broad, and the flowers immense. The largest trees in Georgetown are the silk cotton, the sandbox, the hog plum, and the long john, which are widely spread through the colony. It may be mentioned that orchids are as varied and abundant in Guiana as in almost any region of the world.

The fauna of British Guiana is very similar to that found in the rest of tropical South America. Among

the more interesting forms of mammalian life represented in the colony are jaguars, sloths, armadillos, ant-eaters, opossums, and the manatee, one of which was exhibited in London in the 'eighties as a mermaid! The commoner mammals include three  
24 species of deer, tapirs, or maipuris, water-haases, several species of cavies, labbas, acouris, and peccaris. Monkeys of many kinds are plentiful, and the howling "baboon"—so called—wakes echoes in the forests with its mournful cries. Among the birds are harpy eagles and hooatzins, or "Canje pheasants," many of which are to be seen on the back lands of the Berbice sugar estates, while the gorgeous cock of the rock, bell birds, trogons, and many species of humming bird are of interest to ornithologists. Even the town trenches abound with toads—locally called crapauds—and many kinds of frogs, which keep up an incessant croaking and whistling throughout the mis-called "still tropical night."

The sea teems with fishes of great variety. Off the coast, sharks, saw-fish, devil fish, and tarpon—called here "cuffum"—are numerous, while snapper, grouper, and several other fishes contribute towards the food supply of the colony. A few turtle are also occasionally met with. The rivers, too, are alive with fish, and a huge snake known as the camoodie is met with in the creeks of the interior. Happily this formidable-looking reptile, though a true boa constrictor, is harmless to man. Other snakes, some very poisonous, are fairly numerous, but deaths from snake-bite are practically unknown. Alligators are plentiful in the rivers, and very large numbers of edible turtle occur in the large rivers.

Insect life is represented by many mosquitos, as well as spiders, tarantulas, scorpions, and centipedes; but in recent years an active campaign has been successfully waged against the first-named pest, which science has shown us to be the communicating agent of



malaria and other fevers, with the result that there has been a noticeable improvement in the health of the colony.

Though mining and forest industries, with which we shall deal later, are making headway, agricultural activity, which is confined to the coast, and the banks of the lower reaches of the rivers, is as yet the chief source of wealth in British Guiana.

Sugar is by far the most important industry. With its by-products, rum, molasses, and "molascuit," it constitutes nearly seventy-five per cent. of the total value of the exports of the colony. It is, indeed, estimated that fully thirty-three per cent. of the wage-earning population is directly concerned with the sugar industry.

British Guiana has three railways, one along the east coast of Demerara, which connects the capital with New Amsterdam on the Berbice river, the second town in importance in the colony, one on the west coast of Demerara connecting Georgetown with the Essequibo, by a line along the coast lands for a distance of fifteen miles, and a third, which links Wismar, a small place sixty-five miles up the Demerara river, with Rockstone on the Essequibo.

We will take the east coast train and visit a sugar 25  
estate on our way to New Amsterdam. We have  
already mentioned that the front lands of the colony  
are below the sea level. We now see the defences by  
which the sea is kept out. An elaborate system of  
dams and canals was perfected by the Dutch on the  
lines of those in the Low Countries. The estates are  
laid out in rectangles with numerous canals, drains,  
and cross-drains for transport, drainage, and irrigation  
purposes. Most of the estates are drained by pumping  
the water from the trenches into large drainage trenches,  
which discharge it into the sea or river at low tide  
through sluice-gates. 26

27 Here we see a large sugar factory with its manager's  
and overseers' residences, its hospital and its coolie  
28 ranges (as the barracks of the East Indian labourers are  
29 called)—a small town in itself. The sugar-cane was  
introduced into Guiana from Brazil early in the seven-  
teenth century, the first sugar being exported about  
1661. It is now computed that fully £2,000,000 has  
been invested in the sugar industry of British Guiana.

In this colony all the canes are transported to the  
factory in large iron punts. From these they are grabbed  
30 by mechanical hoists, which place them on the endless  
conveyor or "carrier" that takes them into the factory.  
The process of manufacture is similar to that which we  
have seen in Trinidad, with its large multiple mills,  
"triple effects" and vacuum-pans.\* The bulk of the  
sugar manufactured is "grey" or "dark" crystals  
for the Canadian market, in which West Indian sugar  
now enjoys a preference of twenty per cent. provided  
under the terms of a trade agreement with the Dominion  
which came into effect in June, 1913. Some estates,  
however, manufacture the famous Demerara sugar,  
which has won a high name for excellence in the markets  
of the United Kingdom. The successful manufacture  
of this class of sugar is dependent on the use of canes of  
high quality, and the process adopted is designed to  
preserve the natural colour and the rich flavour of the  
cane juice.

Approximately 70,000 acres are now devoted to  
sugar-cane in British Guiana, and one estate has no  
fewer than 7275 acres under this form of cultivation,  
the average being 1000 to 2000 acres.

The large East Indian population has rendered  
possible the development of an extensive rice industry  
in British Guiana. It is true that rice was first intro-  
duced in 1782 from Louisiana during French occupation ;

\* The lecturer can here interpolate the description of sugar manu-  
facture given on page 62.



but it was not until about ten or fifteen years ago that the industry assumed a position of importance. The owners of sugar estates have recently given the fullest encouragement to rice growing, and large areas of abandoned sugar estate lands near the coast are now leased to East Indians who have elected to remain in the colony after the expiration of their period of indenture.

The long-grained varieties of rice are most favoured in the colony; and the methods of cultivation 31 in vogue are those practised in the East. Nearly all the work is done by hand labour. Primitive ploughs and harrows are employed in many districts, and cattle are sometimes used for trampling out the grain, while winnowing is accomplished by hand. Improvements are, however, being effected, and an American company has 5000 acres of land in the Abary district, where rice is cultivated by machinery on a system similar to that prevailing in the Southern States of America. There are now many rice mills in the colony, and the average yield of clean rice is 60 to 65 per cent. of the weight of the paddy. The area under rice is now about 40,000 acres.

Coffee, once an important staple, is regaining favour, and the cultivation of cacao has increased in recent years. Coco-nuts thrive on the coast lands, and many acres are now devoted to the coco-nut palm. Planters eager to find new industries have also lately turned their attention to the cultivation of limes, which flourish on the light sandy soils of Essequibo and also in Berbice. Considerable areas were planted with Para rubber at the time of the boom in that commodity. Being so near Brazil, which is believed to be its native habitat, there is every reason to hope that rubber will render a good account of itself. Tropical fruits of most kinds grow luxuriantly, and the list of agricultural industries is completed by

ground provisions such as cassava—the staple food of the aboriginal Indians—yams, sweet potatoes, tannias, and eddoes.

A journey of sixty and a half miles along the coast takes us to Rosignol on the left bank of the Berbice river, where we find a ferry waiting to take us to New Amsterdam, on the right bank, near the mouth of the tributary known as the Canje  
32 Creek. Like Georgetown, New Amsterdam is well shaded by trees. Its streets are wide and clean, and many of its buildings, though unpretentious, are handsome. Anthony Trollope once wrote that three people would make a crowd in New Amsterdam, but that was an injustice to the town, which is now in most respects quite “up-to-date.”

New Amsterdam may also be reached by one of the small steamers which ply between Georgetown and various places situated along the coast and up the rivers, such as Suddie, on the left bank of the  
33 mouth of the Essequibo, Bartica, some forty-five miles up that river, in the neighbourhood of which  
34 a penal settlement is situated, and Morawhanna, in the interesting North-West District.

It is to be regretted that so little has been done to develop the interior of British Guiana. In most parts the primitive forests and savannahs are occupied only by Indians, with here and there a wood-cutter's, a gold-digger's, or a diamond-washer's camp. As we have already seen, there are four distinct tribes of Indians, the Waraus, or swamp Indians, a timid folk found on the low-lying coast lands, the Arawaks, who live on the slightly elevated lands between the lower  
35 reaches of the rivers, the Caribs, a group which includes  
36 the True Caribs, Arecunas, Akawois, and Macusis, the latter being confined to the savannah country between the lower Rupununi and Ireng and Takutu rivers, and the Wapisiana, who live in the savannah country



about the upper reaches of the Rupununi and the Takutu rivers. Each tribe has its distinct characteristics and customs.

The two great requirements of the colony are population and means of transport, the provision of which is a problem now constantly engaging the attention of the Government. Still, this lack of development is only comparative, for there are several forest and mining industries which have attained considerable importance.

Up the rivers are greenheart and mora trees in abundance, besides wallaba and crabwood, which 37 form the basis of a valuable wood-cutting industry. Thanks to its hardness and power of resisting the Teredo or ship-worm, greenheart, which is found in the lower undulating and sandy lands of the colony, is famous all the world over. It is being used in connection with the Panama Canal, and there are few docks in which it is not now to be found. Wallaba, which 38 grows in the forests on the lower-lying flat river lands, is largely used for making shingles—or wooden tiles,—palings, staves, etc., while crabwood is much appreciated by builders and cabinet makers. Other trees of value are the suradanni, purple heart, locust, silverballi, and bullet tree.

The last-named tree is the one from which balata, a guttapercha-like substance used for insulating cables, belting, etc., is bled. The collection of balata dates from 1859, when the late Sir Henry Davson brought home a sample of the substance in a pill box. The value of balata began to be appreciated in 1865, since which year the export has risen to over a million pounds annually. Expeditions are sent periodically to the 39 interior to collect balata, and remain away for two or three months. The trees are tapped with cutlasses and the latex or milk collected in calabashes and transferred to gourds, or “goobees” as they are called. The latex

is then taken to the camps, where it is poured into trays or "dabrees," and allowed to coagulate. When fairly dry, the balata is removed in sheets, allowed to dry still more, and is then ready for shipment. The forests also contain an indigenous rubber tree called Sapium, from which rubber is profitably tapped when prices justify its collection.

The Dutch sent several expeditions into the interior to search for gold, but the first organized attempt in modern times to win the precious metal in British Guiana was made in 1863, when auriferous quartz was found on the right bank of the Cuyuni River at Wariri. Work was, however, abandoned in consequence of the boundary dispute with Venezuela. In the 'eighties of last century, attention was again called to the possibilities of gold, and expeditions went up the Essequibo, Massaruni and Cuyuni rivers. Since 1886, when the first gold-mining regulations were drawn up, the industry has made rapid headway. Though the results have fallen far short of Raleigh's dream of the El Dorado, gold to the value of over £8,000,000 has been exported from the colony since 1884. The districts where gold has been recovered are those adjoining the Essequibo river and its tributaries the Potaro and the Konawaruk; the Massaruni and its tributary the Puruni; the Cuyuni; the Barima, Barama and Waini rivers in the North-West District; and the Upper Demerara. Recently a new field has been discovered on the Wenamu, a branch of the Cuyuni, and part of the boundary line between the colony and Venezuela. Fine gold occurs in places, but as a rule the metal is coarse and nuggetty. The largest nuggets found have been one of 333 ozs., from the Five Stars District on  
40 the Upper Barima river, and one of 111½ ozs., from Tiger Creek, Potaro. The bulk of the gold has so far been won by independent prospectors and workers,  
41 "pork-knockers," as, for some unaccountable reason,



they are locally called. Actual mining and quartz-crushing has so far proved less profitable in the colony than alluvial washing, hydraulicking and dredging.

42

Diamonds of good quality are also found in British Guiana. The stones run on the average from 10 to 15 to the carat, though some are considerably larger. Diamond mining was first started on the Upper Massaruni at Putareng Creek in 1890, and stones have also been found in the country about the Kuribrong and Cuyuni rivers.

British Guiana is a country of boundless possibilities, and when the problems of population and means of communication between the coast and the interior have been solved, the colony will rank high among British Possessions.

British Honduras, with which we will next deal, lies in Central America, 600 miles to the west of Jamaica, and has a lengthy coast-line on the Caribbean Sea. Its area is 8598 square

miles, or rather more than that of Wales, or of that of Barbados, Jamaica, Trinidad, the Windward, and the Leeward Islands combined. It is bounded on the north and north-west by the republic of Mexico, and on the



43

BRITISH HONDURAS.

west and south by that of Guatemala, and its greatest length is 182 miles.

From the geographical point of view, the colony has much in common with British Guiana. Both have a low-lying and swampy coast region, rising to higher land in the interior—though in British Honduras there is no need of costly sea defences—and both owe their conformation and richness of soil to rivers running nearly parallel with one another. The largest of these rivers in British Honduras is the Belize, at the mouth of which the capital of the same name stands. It runs first in a north-easterly and then in a south-easterly direction, emptying itself into the Bay of Honduras. At the extreme north is the Rio Hondo, which separates the colony from Mexico; below it is the New river, both of which run to the north-east. To the south of Belize is the Sibun river, and at the extreme south of the colony the Sarstoon, which separates it from Guatemala. Off the coasts are a number of cays and islands, the largest of which are Turneffe (a corruption of Terra Nova), St. George's Cay, English Cay, and Ambergris Cay. Several of the cays which lie along the coral reef  
44 for bathing and fishing, and on St. George's many residents have week-end residences.

The river scenery is of varied character. In the lower reaches dismal mangrove swamps are succeeded by tropical jungle of the richest kind. Higher up, the country becomes hilly. The banks here become high and often rocky, and abound with beautiful ferns.

The greater part of the interior of British Honduras is still unexplored, and the western boundary is an artificial one, of which part only has been surveyed. A spur of the great backbone of mountains of the continent of America runs parallel with the coast from the southern boundary for about a third of its length. From this point the Cockscomb Mountains rise to a





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FORT MONTAGU, NEW PROVIDENCE, BAHAMAS.

[See page 124.



Copyright.]

VESSELS OF THE SPONGING FLEET, THE BAHAMAS.

[See page 126.



*Copyright.]*

H.M.S. "DOMINION" IN THE FLOATING DOCK, THE BERMUDAS.

*[See page 133.]*



CLIFFS AT WEST FALKLAND.

*[See page 136.]*



height of about 4000 feet running at right angles to the coast.

The land of the colony is divided into four classes or belts, namely, swampy land, pine ridge, cohune ridge, and broken ridge. The pine ridge takes its name from the pine (*Pinus cubensis*) found on it. It includes the higher levels, and is therefore most extensive in the south. The cohune ridge, which is the most fertile of all, comprises the lower tracts of the rivers, and is named after the magnificent cohune palm (*Attalea cohune*), which grows on it in great abundance. This palm yields large quantities of a nut which is extremely rich in a fat quite as valuable as that of the coco-nut. So far, however, it has never been exploited, owing to its great hardness and the consequent difficulty of extracting the kernel, and to the want of a machine which will crack nuts, varying as these do in size, without injuring the kernels. It is claimed, however, that machines suited to the purpose have now been invented, and when the much debated problem as to whether the machines should be conveyed to the nuts or the nuts taken to the machines has been definitely solved, it is quite possible that a new industry of great value to the colony may be established. The broken ridge is intermediate between the pine and cohune ridges, taking in the bases of the former and comprising savannah land broken both in soil and vegetation. On the coast lands the coco-nut palm grows to perfection, and the nuts are finer and heavier than those produced in the islands. 45

On the whole, the flora of the colony differs little from that of the rest of Central America. Tropical plants of every kind flourish in the rich alluvial soil brought down by the rivers. Of palms there is an immense variety, including, besides the prolific cohune to which we have just referred, the tall pimento palm, thatch palm, and cabbage palm, besides a host of others.

Orchids grow in profusion, and ferns of great beauty are widely distributed through the colony.

The fauna includes the puma, jaguar, and ocelot, all of the cat kind, and peccaries, which latter, when dried in the sun, furnish appetizing "barbecued pork." Alligators infest the island lagoons, and here, too, we have the mournful howling baboon, besides any quantity of monkeys. The local wild turkey is one of the handsomest birds in the world, while curassows, egrets, trogons, parrots, and toucans, with their gargantuan beaks, are fairly numerous.

Before making a closer inspection of the colony, we will briefly review its rather peculiar history. Columbus in 1502, on his fourth voyage, explored the entire coast of Central America in his search for a strait which would lead him to India and the East; but the first settlement of what is now British Honduras was not effected until more than a century later. From their rendezvous at Tortuga, off the north coast of Hispaniola, buccaneers of all nationalities periodically visited the coast, and in 1638 one of them, an Englishman, Willis by name, took up his abode on the mainland. Some say that he gave his name to the Belize River, on which the capital now stands, the Spaniards calling him Walis, which in time became corrupted to Belize. Others, however, claim that the capital derives its name from the French *balise* or beacon, and it is quite likely that a signal fire was used in early days to mark the entrance to the river.

Meanwhile an earlier settlement had been effected on the "Bay islands" off the Mosquito Coast by a chartered company of which the Earl of Warwick was chairman and John Pym the treasurer. From the outset the English lived on terms of close friendship with the Indians, who helped them to keep off the Spaniards. Soon after the English conquest of Jamaica, the King of the Indians sent his son to England, and in 1670 he



placed himself under the protection of England as represented by the Governor of Jamaica.

At the time when war broke out with Spain in 1739, the King of the Mosquitos resigned his country to Great Britain, and an agent was sent from Jamaica to the Mosquito Coast. During the war a fort was built and a garrison stationed in the island of Ruatan, but the soldiers were withdrawn on the conclusion of peace in 1748. In 1749 an officer was formally appointed to superintend the settlements on the Mosquito Coast, acting under the government of Jamaica, and so far as the wood-cutters or "Baymen," as they were called, who had their chief rendezvous at St. George's Cay at the mouth of the Belize River, 46 acknowledged any authority it was the authority of the Superintendent of the Mosquito Shore. There was a constant feud between the Baymen and the Spaniards. The treaties of 1763 and 1783, and a Convention of 1786, failed to bring any lasting settlement, and eventually a Spanish fleet from Campeché, with 2000 men on board, made a final effort to root out the settlement at St. George's Cay in the year 1798. The Baymen, with the help of a single English sloop, the *Merlin* and a few English troops beat off their enemies, and this fight secured them their liberties, and made what is now British Honduras a British possession.

The early settlers managed their own affairs, and for many years their chief executive officer was a magistrate elected annually by popular vote. Their laws consisted merely of resolutions passed at public meetings, but after a visit paid to the settlement in 1765 by Admiral Sir William Burnaby, they were codified and published as Burnaby's **Laws**. In 1786 the magistrate was succeeded by a Superintendent appointed by the British Government, and except between 1790 and 1797, when magistrates were again appointed, Superintendents were regularly

nominated until 1862, when a Lieutenant-Governor under the Governor of Jamaica took his place. In 1870 British Honduras became a Crown Colony, and in 1884 the Lieutenant-Governor was succeeded by a Governor. The constitution now comprises the Governor, an Executive Council consisting of the Governor and six members, three of whom sit *ex officio*, the other three being nominated, and a Legislative Council, composed of five official and seven unofficial members nominated by the Governor.

British Honduras is still rather "off the beaten track"; but it can be reached direct from Liverpool by steamers which sail every month, and also at fairly frequent intervals from New Orleans or Colon by fruit steamers, many of which have adequate accommodation for passengers.

- 47 Belize, the capital and seat of government, stands on both sides of one of the mouths of the river of the same name. It is a clean and bright little town of 15,118 inhabitants, and possesses several public buildings which, if not strikingly handsome, serve their purpose sufficiently well. The most noteworthy of  
48 these are the Court House, which contains the Government offices, the Governor's residence, and the hospital. The houses, most of which are roofed with iron as a precaution against fire, are in many cases surrounded by small gardens with fruit and shade trees, among which the coco-nut palm predominates. Along the river fronts are stores and private residences. A bridge connects the two parts of the town. The river below presents a busy scene with its numerous  
49 pitpans, or native boats, and motor-boats which ply  
50 between the capital and El Cayo (100 miles distant  
51 on the western frontier, where goods are transferred to mule-back for the Peten district of Guatemala), the  
cays, the rivers and various points along the coast.  
52 Periodically regattas are held on the river, and races



for doreys (another form of native boat) and pitpans are eagerly contested.

Other towns worthy of notice are Stann Creek, which gives its name to the colony's pioneer railway, Corosal, Orange Walk, Punta Gorda, Monkey River, and Mullins River.

The population of the colony, which is 40,458, or 4·7 to the square mile, includes Europeans, the descendants of Africans from the neighbouring West Indian islands, aboriginal Indians, who reside mainly in the backwoods, and the descendants of the Caribs of mixed blood who were deported to the island of Ruatan after the Carib war in St. Vincent, which was terminated in 1796. Among the Europeans are Englishmen and Scotsmen, who have taken up temporary residence in the colony hoping eventually to return "home," Spaniards and Americans, of whom many have permanently settled in the southern part of British Honduras. The creole wood-cutters, who form the bulk of the population, are a sturdy race of negroes of fine physique, and earn what would be considered in a West Indian island exceedingly high wages. They are not, however, suited to agricultural pursuits, and if subsidiary industries are to be developed successfully, the labour problem will have to be faced and steps taken to introduce suitable immigrants.

For administrative purposes, the colony is divided into six districts, Belize, Corosal, Orange Walk, and Cayo, all in the northern half of the colony, and Stann Creek and Toledo in the south. The northern districts are at present the chief source of wealth, for they yield the valuable mahogany (*Swietenia mahogani*), cedar (*Cedrela odorata*), and logwood (*Hæmatoxylon campechianum*), which are the mainstay of the colony. In Orange Walk district Indian corn, fruit, and a little sugar for local consumption are produced, while the Cayo district, which is inhabited mainly by Indians,

produces the same commodities, as well as coffee. The last-named district has also acquired importance as the` entrepôt for the Peten district of Guatemala, which contributes materially to the exports from Belize of chicle, or Sapodilla gum. This gum, which is bled from the Sapodilla tree (*Achras sapota*), is largely used in the United States in the manufacture of the homely chewing gum of commerce. In the southern part of the colony active steps have been taken to develop such agricultural industries as the cultivation of bananas, coco-nuts, etc., with considerable success.

The local government is wise in encouraging these alternative industries, for, as might be expected, after wood-cutting operations extending over 200 years, much of the finest timber within easy reach of the rivers and creeks has now been cut down. Still, sufficient remains to enable British Honduras to rank among timber-exporting countries for many years to come.

The services of an expert woodman—a “hunter” or “timber cruiser,” as he is called locally—are employed by the timber-exporting companies to locate and report on suitable trees within easy reach of the rivers. A track is then cut through the forest to the  
53 tree selected, and the wood-cutters proceed with their work. When the tree has been lopped and cleaned, it  
54 is “trucked” or hauled by oxen to the riverside. This transport is effected at night, by torch-light, out of consideration for the bullocks, which could scarcely work during the heat of the day. The logs lie by the riverside until the rains bring sufficient water to enable them to be floated—or driven, as it is called—down to  
55 the mouth, where they are boomed or fastened together by “dogs” until they are hauled out to be trimmed or  
56 “squared” for shipment. In view, however, of the very high prices obtained for mahogany—it is now



about \$180 per 1000 feet—the logs are frequently shipped “round,” since the “squaring” involves a loss of from 15 to 20 per cent. of timber.

The cutting of logwood, which is found in damp, moist districts to the north, and also to some extent in the south of the colony, is simpler and less laborious. The trees are seldom more than a foot in diameter, and as only the heart wood is retained, transportation is less difficult, though the prepared wood has to be supported by cradles to prevent it sinking when it is floated down the rivers.

The export of cedar is less than that of mahogany or logwood, though the cedar wood is in demand for making doreys, pitpans, and canoes, for which it is admirably adapted. Besides the above-mentioned timbers, British Honduras has many other woods, such as *lignum vitæ*, fustic, bullet-wood, iron-wood, rose-wood, all of which have a commercial value.

To the south of Sibun and some fifteen miles of Belize, we come to the Manatee region, where bananas are cultivated for export, and good rice is grown for local consumption. Farther south again, is Stann 57 Creek, a very promising agricultural district. The town of Stann Creek is a well-to-do little place, which 58 has acquired importance, through its connection with the pioneer railway of the colony.

After many years of fruitless discussion concerning various schemes for the construction of railways to the Guatemala frontier, this railway was recently built with the object of developing the agricultural resources of the colony. The line starts from a pier in the more sheltered waters of Commerce Bight to 59 the south of Stann Creek, and runs inland for a distance of about twenty-five miles to the foot of 60 the mountains to the west, the terminus being in the middle of rich agricultural land. Considerable areas have already been put under banana cultivation in the

- 61 neighbourhood of the railway, and the fruit is now  
transported to the coast in specially constructed vans  
which, though less picturesque, are certainly more  
62 convenient than the mules which used to carry the  
bananas.

Although British Honduras is in the tropics, its climate, owing to the easterly winds which prevail throughout the greater part of the year, is not oppressive. As a result of the vigorous campaign which is now being conducted against the mosquito, the health of the colony is undergoing steady improvement. Mosquitos are no longer so serious a pest as they used to be many years ago, when, as has been recorded, the soldiers stationed at Belize were compelled to wade into the water up to their necks to avoid them. In concluding this lecture it may be mentioned that there are many hundreds of acres of Crown Lands in British Honduras still unalienated. They are obtainable at a very moderate price, and offer opportunities to capitalists, who have lately been paying increased attention to our Central American Colony.



## LECTURE VI

### THE BAHAMAS ; BERMUDA ; THE FALKLAND ISLANDS AND THEIR DEPENDENCIES

#### THE BAHAMAS

THE Bahamas or Bahama Islands consist of a chain 1 of coral islands, with a total area of  $4403\frac{1}{2}$  square miles, and a population of 55,944, extending from off the coast of Florida to the north of Hispaniola. They include twenty-nine inhabited islands, and, according to the report of Governor Rawson, over 3000 islets and rocks. The principal islands of the group are: New Providence, Abaco, Harbour Island, Eleuthera, Inagua, Long Cay, the Biminis, Cat Island, Ragged Island, Rum Cay, Exuma, Long Island, Grand Bahama, San Salvador, and Watling's Island, all of which are Ports of Entry; and Crooked Island, Acklin Island, Mayaguana, the Berry Islands, and Andros.

The larger of these islands are for the most part situated on the eastern edge of the plateau on which the archipelago rests, and rise precipitously from depths of ocean averaging between 2000 and 2700 fathoms within a mile from the shore. On the west there is a vast submerged bank stretching from the Gulf Stream to within a few miles of the coast of Cuba over which the depth of water rarely exceeds four fathoms. On the south, between Long Island and Long Cay, there is a deep-water channel only forty miles wide, known as the Crooked Island Passage, which in the near future

should be widely known among mariners, since, after the opening of the Panama Canal, the majority of vessels going to and from Canadian and North American ports to the Atlantic entrance of the waterway will pass through it.

- 2 New Providence, the chief island of the group, in which the capital, Nassau, is situated, lies on the south of the Providence Channel on the very edge of soundings,
- 3 the depth of water within half a mile of Nassau Harbour being 1800 feet. Off its western and southern shores is the extraordinary body of deep water, known as the "Tongue of the Ocean," which separates New Providence from Andros.

The larger islands all have the same general configuration. They are protected by long and dangerous reefs, shifting sand-bores and coral heads, access to the land being obtained by tortuous passages and narrow openings navigable only by vessels of shallow draught. The land rises abruptly from the sea to a long, narrow ridge, seldom more than 150 feet high, behind which is a marshy swamp, studded here and there with shallow pools and lagoons. Beyond these again rises another low ridge. The land is nowhere of great elevation, the highest point, which is on San Salvador, being only 240 feet above the sea level, while Grand Bahama is less than 40 feet above high-water mark.

There are no minerals whatever in the colony, and the only deposits of any commercial value are found in the numerous caves in the shape of bat manure, locally known as Cave Earth. The islands, however, produce fairly good building stone, consisting of coral detritus, of which the more important buildings are constructed. The only river in the group is in Andros Island.

The Bahamas were, as we have already stated in an earlier lecture, discovered by Columbus, who landed in 1492 on San Salvador, now identified with Watling's



Island—his first landfall in the New World. To commemorate this event a monument was erected on the island by an American newspaper in 1892. It is certainly less important in appearance than the statue of Columbus which looks over the sea from the gardens of Government House in New Providence. 4 5

The original inhabitants of the Bahamas, whom the great discoverer called the Lucayans, were an indolent race, and were soon crushed out of existence by the Spaniards, who transported many of them as slaves to Hispaniola. The mineral wealth of that island proved more attractive than the agricultural possibilities of the Bahamas, which were consequently left to their fate until 1647, when some Bermudians established themselves in Eleuthera, to be followed some years later by others who formed a settlement in New Providence. In 1670 the islands were granted by King Charles II. to the Duke of Albemarle and others as Lords Proprietors, but there was little or no government. The Bahamas had already become a resort of buccaneers, and the English settlements having been broken up by Spaniards and French, New Providence in the early years of the 18th century degenerated into a headquarters for pirates of the worst kind. Prominent among them was a ruffian named Teach, but better known as Black Beard. Under these conditions the British Government in 1717 took over the civil and military administration (although the proprietary rights were not finally surrendered to the Crown until March, 1787), and in 1718 Captain Woodes Rogers, the rescuer of Alexander Selkirk from Juan Fernandez, having been appointed Governor, put down piracy with a strong hand, hanging on one day no fewer than eight of the chief offenders.

In 1782 a force of Spaniards captured Nassau and held it for some months; but in the following year it was retaken by Colonel Deveaux of South Carolina.

That dashing young officer, oblivious or ignorant of the fact that peace had been declared, made a sudden  
6 descent on Fort Montagu, the ruins of which are still to be seen about two miles to the east of Nassau, with a mere handful of volunteers equipped at his own expense, and caught the garrison napping. Having captured the Fort, he practically bluffed the Spanish Governor into submission by pretending that he had an immense force at his disposal. This, it is said, he effected by causing his troops to be rowed backwards and forwards between the ships and the shore. On their way to the shore the men stood up brandishing, no doubt, their weapons, while as they were rowed back they hid below the gunwales of the boats.

In 1784 the population of the colony was more than doubled by the arrival of loyalists from Georgia and Carolina with their slaves. These new settlers were given grants of land, and proved admirable colonists. The subsequent history of the colony has been peaceful, the only outstanding feature being the wealth which accrued to the islands during the American Civil War. Nassau then became the headquarters of blockade runners, and the colony enjoyed a period of unparalleled prosperity, the total volume of trade actually rising from £491,979 in 1860, to no less than £10,019,510 in 1864. During this period no fewer than 393 vessels entered, and 584 cleared for blockaded ports. Of these 64 are known to have been captured or sunk.

Though the Bahamas enjoy no steamship communication with the mother country, they can be reached with ease and in comfort by way of New York, from which city they are a three days' voyage. In the winter  
7 months there is an alternative route via Miami in Florida, which is largely patronized by Americans, who flock to the Bahamas in great numbers between November and May. The season is then in full swing.



and the great hotels, the largest of which, the Hotel Colonial, we see as we enter Nassau Harbour, are packed 8 with guests.

On our left as we approach Nassau from the sea is Hog Island, which besides sheltering the roadstead 9 affords most delightful facilities for bathing. Not far from the hotel is another historic fort, Fort Charlotte, 10 which was built by Lord Dunmore—the last British Governor of New York—in 1788. Near it tower the 11 masts of a ship-to-shore wireless station. Still another fort worthy of mention is the curious Fort Fincastle— 12 curious because in shape it bears such a close resemblance to an old paddle-wheel steamer. Like Fort Charlotte, it is now used as a signal station. It can be approached by the Queen's Staircase, a remarkable 13 flight of steps, sixty-seven in number, cut out of the solid coral rock. In New Providence, as in Barbados, the roads are excellent. They are all made of coral, 14 and when they need repairing are merely trimmed down lower.

Nassau is a pleasing town of 12,554 inhabitants. Among them blacks predominate, though there is 15 a larger proportion of white inhabitants in the Bahamas than in any of the islands of the Caribbean, the Cayman Islands, perhaps, excepted. The chief business thoroughfare is Bay Street, in which there are 16 many shops and stores. Immediately opposite the landing stage are the Public Buildings, where the Legislative Council—the local House of Lords—and the House of Assembly meet. Like Barbados and the Bermudas, the Bahamas possess representative institutions without responsible government, a General Assembly with legislative powers having been constituted in 1728.

Behind the Public Buildings stands a huge silk 17 cotton tree (*Bombax ceiba*) which almost rivals in size the famous Tom Cringle's Tree in Jamaica. This

tree, whose branches spread out in some directions for as far as 116 feet, was introduced originally from South Carolina, and is the ancestor of all the other silk cotton trees in the island. The huge buttress-like extensions of its stem appear to be a provision of Nature to enable this monster tree to withstand hurricanes, which are, however, fortunately rare in the Bahamas. The residential part of the town is particularly pleasing with its shady avenues of Royal palms, one of which is dedicated to Her late Majesty Queen Victoria.

The chief industry of the Bahamas is the collection of sponges. The value of the shipments of these is about one-half that of the entire exports from the colony.

There are about 180 schooners of from 7 to 37 tons burthen, and 402 sloops of from 3 to 15 tons burthen, engaged in the sponge fisheries of the islands, besides nearly 500 independent open boats, employing the services of over 3000 men and boys. The work of clipping, sorting, packing, and otherwise preparing the sponges for export gives occupation to 260 men and women. In the "out islands," as the islands other than New Providence are called, the cultivation of sisal hemp is increasing year by year, and, in spite of the fluctuations of price, it is the great mainstay and support of the peasant proprietors of the colony. As a home industry for women and children, the cultivation of sisal is capable of great expansion; but as an enterprise for the employment of capital on a large scale, it has not proved satisfactory owing to the shortage of labour which is due to the high wages paid by agriculturists in Florida. An American company which has secured concessions for cutting pine lumber in Abaco, Andros, and Grand Bahama, employs over 500 labourers, and is meeting with success, Bahamas pitch-pine being the hardest and the heaviest known in the world. For flooring it is unequalled, but some carpenters object to the wood, owing to the



impossibility of driving a nail into it without first boring a hole. The pineapple industry, which was once very prosperous, has unfortunately languished, owing to the keen competition of Cuba and Hawaii, whose fruit is protected by the United States Tariff. On Great Exuma, an eminently picturesque little island, sheep flourish; and salt is produced by the evaporation of the water from brine on Ragged Island and elsewhere. Coco-nuts, too, thrive all through the islands, despite the hurricanes which occasionally sweep over them.

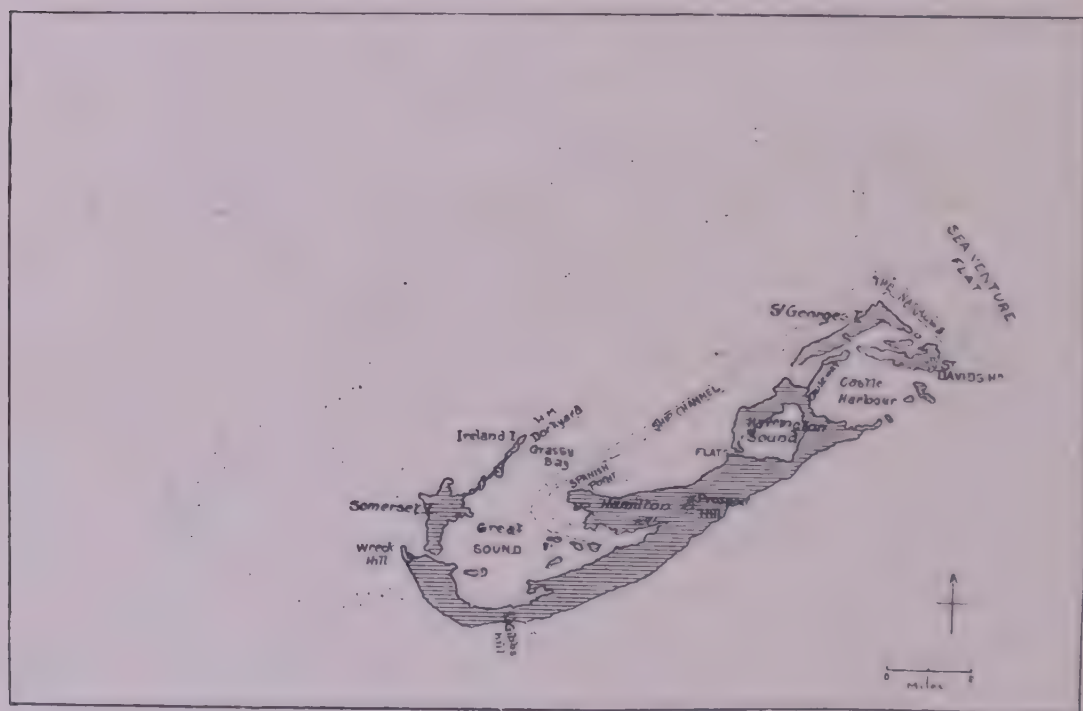
But the great natural asset of the Bahamas is their glorious climate, which has enabled the far-seeing inhabitants to build up an important tourist industry, the dimensions of which increase every year.

#### THE BERMUDAS.

Though the Bermudas are not in the West Indies, they are visited by so many steamers which pass between America and the Caribbean Sea that they may be suitably included in this series of lectures. The Bermudas, or Somers Islands, often spoken of simply as Bermuda, comprise no fewer than 300 islands which lie in the shape of a sickle in the Western Atlantic about 580 miles to the east of Cape Hatteras, and 677 miles from New York. They are mainly of coral formation, and are described in the report of the voyage of H.M.S. *Challenger*, which, with a party of distinguished scientists, visited them in 1872, as a coral atoll "situated on the summit of a large cone with a wide base rising from the submerged plateau of the Atlantic." Their total area is only nineteen square miles, or less than one-eighth of that of the county of Rutland.

The principal island, Main Island, near the centre of which, and at the head of a deep islet, Hamilton, the

capital, stands, is about fourteen miles long, and has an average width of about a mile. Next to it in importance is St. George's Island, at the extreme north-east, with a spacious harbour on the shores of which St. George's, the original capital, stands. The other islands of note are: Ireland Island, at the north-west, which is given up to His Majesty's Dockyard, Boaz and Watford devoted to the military garrison, and Somerset, Smith's, St. David's, Cooper's, Nonsuch,



THE BERMUDAS.

Rivers, Ports, and Godets. The entire chain from St. George's to Ireland Island is connected by means of bridges and causeways for a distance of twenty-two miles.

The whole chain is comparatively flat, the highest point being only 250 feet. The northern coast is much indented with bays; but approach to them by ships of any size is impossible owing to the presence of numerous sunken rocks, and the encircling reefs, which have taken their full toll of shipping, are a



menace to navigation. The islands have no rivers, and though several wells exist, the water in them is brackish. The inhabitants are consequently dependent upon the rainfall for their drinking water.

The discovery of the Bermudas is generally attributed to Juan Bermudez, a Spaniard who touched there in his ship *La Garza* (the hawk). To him they owe their present name. Ferdinando Camelo, a Portuguese from the Azores, submitted a scheme for colonizing the islands to the King of Spain in 1527; but it proved abortive, and the only evidence that he ever took possession is furnished by his initials, and the date "1543," inscribed on what is now known as "Spanish Rock" on the Main Island.

In 1593 a certain Henry May was wrecked in a French ship on one of the reefs off the Bermudas and remained on the islands for five months, and after that year they were often sighted by mariners, who called them the "Isles of Devils" and other opprobrious names, in consequence of their evil reputation for storms and hurricanes.

The next visitor of importance was Sir George Somers, a worthy of Dorsetshire, whose vessel, the *Sea Venture*, becoming separated from her companions during a violent storm, while on her way to Virginia in July, 1609, was wrecked off St. George's Island. The ship's company managed to reach the shore, and remained in the islands until the following May, when they succeeded in reaching Virginia in ships which they built of the local cedar trees. Finding the colonists on the mainland almost starving, Sir George Somers returned to the Bermudas, which he described as "the most plentiful place that ever I came to for fish, hogs, and fowl," with a view to obtaining a supply of provisions for them. Soon after his arrival, however, he died, and it was left to his companions to complete the enterprise. His heart was buried where the town

of St. George's now stands, and his body was taken to England and interred at Whitchurch, in Dorsetshire.

The Bermudas now began to be more favourably spoken of, and in 1612 settlers were sent out to them by the Virginia Company, whose charter was extended to include the Somer Islands, as they were called. Three years later the islands were sold to "the Governor and Company of the City of London for the Plantation of the Somer Islands," in whose possession they remained until 1684, when in consequence of abuses and the consequent bitter complaints of the colonists, the company was dissolved.

It is a regrettable fact that there is no direct steamship communication between the Bermudas and Great Britain. In order, therefore, to visit the islands, we must proceed to them by way of Halifax, Nova Scotia, if we are patriotic, or of New York if we wish to reach them in the least possible time. From the latter port to Hamilton is a voyage of two days only. The shortness of the journey makes the contrast between the rigours of the northern climate, and that of these islands in summer seas very striking. Leaving the American coast, perhaps snow-bound, we are, within forty-eight hours, basking in the sun amid a profusion of oleanders, lilies, and other flowers.

The first land which we sight is the eastern end of St. George's, or St. David's Head, on the island of the same name. Some miles from the shore we see a pinnacle of rock, one of "the three or four jagged sandstone teeth" of which our present King wrote after his visit to Bermuda with his brother, Prince Albert Victor, in H.M.S. *Bacchante*, in 1880. On approaching the islands, we enter the Narrows, a buoyed ship channel inside the surf-beaten reefs. We then pass round the eastern end of St. George's, which bristles with forts and barracks, and along the



north coasts of the islands to Grassy Bay, a secure anchorage off Ireland Island.

On the right as we enter the Narrows is Sea Venture Flat, the reef on which Sir George Somers' vessel was wrecked, and as we round St. George's we can discern the very spot where the *Deliverance* and the *Patience* were built, which carried the ship's company of the ill-fated *Sea Venture* to the starving colony of Virginia. We then pass in succession the tiny Coney Island—which differs very materially from its namesake in New York—and Main Island, dropping anchor in the sheltered waters of Grassy Bay.

Looking south, we have on our right Ireland Island, with its dockyard and naval establishment, over which the white ensign flies. Next to it are Boaz and Watford Islands, with Somerset Island and Main Island beyond. The highest point which strikes the eye is Gibbs Hill, with its tall lighthouse, commanding an exquisite view of the whole group of islands. To a visitor from northern climes the scene is full of novelty, and it would be difficult adequately to describe its charm. The islands are covered with a mantle of vivid green grass, while the surrounding sea is a deep cobalt blue in strong contrast with the brilliant yellow gulf-weed floating on the surface. Pinnaces and motor launches flit here and there, and yachts or "dinghies" spread their sails to the almost constant breeze. In 31 the offing are several grim-looking battleships, for we are now at the headquarters of our West Atlantic Squadron. The water is so clear in these favoured regions that rocks, though really fathoms below the surface, are seen as distinctly as if quite near.

From Grassy Bay steamers follow a narrow channel in a south-easterly direction to the land-locked harbour, 32 on the north side of which stands Hamilton, the present capital of the Bermudas. Hamilton, which owes its 33 name to Henry Hamilton, Governor when it was

incorporated in 1793, succeeded St. George's as the seat of government in 1815. It is a picturesque little town of dazzling white houses laid out on a rectangular plan on gently rising ground. The principal shops or stores and merchants' warehouses are in Front Street, which runs parallel with the wharves, and in Queen Street. Beyond them to the east is a square, green with many trees, among which is a cedar planted by Prince Alfred, afterwards Duke of Edinburgh, when he visited Bermuda in 1862.

On the north of the square are the Public Buildings, in which the Legislative Council meet, and behind them is the Sessions House, devoted to the use of the popular Assembly. Bermudians are naturally proud of the fact that, next to the House of Commons, their House of Assembly is the oldest legislative body of the kind in the British Empire. Representative government was introduced into the colony in 1620, or one year only after the Assembly of Virginia—the first in the British colonies—was established. The constitution of the colony now comprises a Governor, a Legislative Council of nine members (three official and six unofficial), and a House of Assembly of thirty-six members, four of whom are elected by each of nine parishes into which the islands are divided. The Governor, who is appointed by the Crown, is assisted by an Executive Council consisting at present of four official and two unofficial members.

34 Among other notable buildings in the capital are the Cathedral, the Masonic Hall, and the Hamilton Hotel. Owing to their delightful climate, the Bermudas are much patronized by tourists from the north in search of health and pleasure, and in the winter months especially they are thronged with visitors from the United States. To meet the requirements of these visitors, there are many excellent hotels. In the Bermudas the value of the tourist business is fully



appreciated, and the inhabitants wisely lay themselves out to provide for the comfort and amusement of their visitors, who contribute so largely to the welfare of the colony. Besides the palatial hotels there are many hospitable clubs devoted to yachting, boating, cricket, lawn tennis, golf, etc., which welcome the stranger within their gates.

Beyond Hamilton are Mount Langton, the Governor's residence, and Clarence Hill, the official home of the senior officer of the West Atlantic station. Both are picturesquely situated, and both command fine views of land and sea. 35

The Bermudas have a network of roads which no doubt owe their excellence in part to the fact that the use of motor cars over them is strictly prohibited. By these roads many points of interest can be reached, for practically all the islands are connected by bridges, one at least of which recalls vividly the bridge over the lagoons at Venice, and causeways. In one direction we can drive right round to Ireland Island, where we can inspect the dockyard. Here we can see hanging in a niche in a wall the bell of H.M.S. *Shannon*, whose memorable encounter with the American frigate *Chesapeake*, on June 1, 1813, will never be forgotten. Then we must not omit a visit to the floating dock, which has a length over all of 545 feet, breadth 126 feet 2 inches, and an extreme lifting power of 17,500 tons. This huge dock was built at Wallsend-on-Tyne, and was towed to Bermuda by powerful tugs in the early summer of 1902, the voyage taking over fourteen weeks. In the other direction we can drive past the quaint little Flatts Village, round the large sheet of water known as Harrington Sound, to St. George's, the earliest capital of the Bermudas. On our way we can inspect some of the remarkable stalactitic caves for which the Bermudas are famous, such as the Crystal Caves, the Walsingham Caves— 36 37 38 39

near to which Tom Moore, the Irish poet, resided for a while when Registrar of the Admiralty Court—and the Devil's Hole, a pool of the clearest water stocked with an abundance of fishes, whose every movement  
40 can be watched. In St. George's we can see the spot where the heart of Sir George Somers, the founder of the colony, was buried, and we can see, besides, the oldest church in the islands.

On our drive we have an opportunity of learning something about the industries of the islands. The early settlers in the Bermudas were planters, and the inhabitants followed agricultural pursuits, especially tobacco growing, until the abrogation of the Somer Islands Company's charter in 1684, when they took to trading, and, with regret it must be admitted, also to piracy. In vessels which they made of the native cedar, they traded with the West Indies and America, and carried salt fish from Newfoundland to Europe, returning with cargoes of port wine. On occasions, too, they would meet the fleets from India and carry the produce of the East to the West Indies. This industry was, however, practically killed by the introduction of steamers, and the inhabitants then had to look about for other means of employment. Colonel William Reid, the Governor at this critical period, solved the difficulty to some extent by calling attention to the agricultural possibilities of the Bermudas, and now, though only one-quarter of the area of the islands is suitable for cultivation, they yield crops of potatoes, onions, tomatoes, and other vegetables, which find a ready market in the United States in the months when those products are not in season in America. The Bermudas in this respect may be compared to the Channel Islands, which supply England with early vegetables and flowers. Within the last  
41 twenty or thirty years a considerable industry has been developed with success in the production of lily bulbs, and large quantities of the varieties known as



*L. Longiflorum* and *L. Harrisii* are grown. Only a small quantity of arrowroot, for which the islands are famous, is exported, and it realizes exceptionally high prices in the English market.

#### THE FALKLAND ISLANDS AND SOUTH GEORGIA.

Beyond the fact that they are situated off the Atlantic coast of South America, and that they are British possessions, the Falkland Islands have little or nothing in common with the West Indies and Bermuda. To reach them from the last named colony, we must



THE FALKLAND ISLANDS.

take a purely imaginary journey of over 5000 miles past the West Indian islands and down almost the entire length of South America. When we are nearly off the Straits of Magellan, a further steam of 250 miles to the east takes us to our destination.

The Falklands consist of a group of over 100 islands, 42

with a total area of 6500 square miles. In this archipelago there are, however, only two islands of consequence, East and West Falkland, which are divided by Falkland Sound, a narrow strait about 45 miles in length, with a breadth varying from  $2\frac{1}{2}$  to 18 miles. As will be seen from the map, they are very much alike in outline; both are indented with numerous bays, and both have many islands off the coast, the principal being the Jason Islands or Sebaldines—a name once given to the whole group—stretching out to the north-west of West Falkland.

On the north-east of East Falkland is Berkeley Sound, where, as we shall learn later, the French established themselves; the next indentation to the south is Port William, on an inlet to the south-west of which is the town of Stanley, on the slope of the hills crossing the island from east to west, and here known as the Murray Heights. East Falkland is almost bisected by Choiseul and Grantham Sounds, the isthmus separating these two fiords being only  $1\frac{1}{2}$  miles wide.

- 43 At the head of Choiseul Sound is Port Darwin, the second settlement in the islands, whose name commemorates a visit paid to the Falklands by Charles Darwin, in the *Beagle* in 1833-4. The highest part of the island is Mount Usborne, which rises to 2245 feet in the hills called the Wickham Heights, to the west of Stanley. The south of the island consists of low, undulating ground, partly pasture land and partly morass.
- 44 The chief indentation in West Falkland is Byron Sound, which leads to Egmont Harbour where, on Saunders' Island, the British settlement of the eighteenth century stood. This island is more hilly than its neighbour, the highest elevation being Mount Adam, which rises to 2315 feet.

The actual date of the first discovery of the Falkland Islands is not known. They appear on Schoner's globe at Nuremberg, which was made in 1520, and



also on two charts prepared in 1527 and 1528 for Charles V. of Spain. In these and in the map of Plancius, the Dutch cosmographer, made in 1594, they are called the Ascension Islands.

Our actual knowledge of the group dates from 1592, when John Davis, the friend of Raleigh, was driven on to the islands after his separation from his colleague, Cavendish, and the failure of the voyage on which he intended to solve the problem of the north-west passage between Greenland and the North American continent from the Pacific side. To quote John Jane, the historian of the expedition: "We were driven in among certaine Isles never before discovered by any known relation, lying fiftie leagues or better from the shoare East and Northerly from the Streights; in which place, unlesse it had pleased God of his wonderfull mercie to have ceased the winde, wee must of necessitie have perished."

Two years later, in 1594, Richard Hawkins passed by the islands, and as a compliment to Queen Elizabeth named them Hawkins' Maiden Land. In 1598 and 1600 they were sighted by the Dutch sailor, Sebald de Veert, after whom they were called Sebald's Islands, or the Sebaldines, a name still applied, as we have seen, to some smaller islands off the coast of West Falkland.

Captain Strong visited the group in 1690. He called the strait between the two main islands the Falkland Channel, and this name was subsequently applied to the islands themselves. Woodes Rogers, and Dampier sighted "Falkland's Land" in 1708; but it was not until half a century later that any notice was taken of this remote archipelago.

The account of Lord Anson's voyage round the world, which was published in 1748, emphasized the need for a place of call for our ships in the South Atlantic, and the possibilities of the Falkland Islands in this connection were much discussed. Meanwhile

the French, after the loss of Canada, were seeking new territory, and M. de Bougainville, one of Montcalm's officers, established a settlement at Port Louis on East Falkland in 1764, and equipped it with cattle, hogs, and horses, besides settlers. This led to protests from Spain, who claimed the islands as part of their tropical possessions in South America, and Port Louis was accordingly handed over to the charge of a Spanish officer and renamed Port Soledad. We gather from an account of the islands published in 1774 that the Spaniards were not particularly happy in their new surroundings. They "transported with their colony two Franciscan friars, and a Governor or Vice-Governor; who, beholding their settlement, were overwhelmed with grief; and the Governor, Colonel Catani, at the departure of the ships for Buenos Aires, with tears in his eyes, declared that he thought those happy who got from so miserable a country, and that he himself should be very glad if he was permitted to throw up his commission and return to Buenos Aires, though in no higher station than that of a cabin boy." During the period of French occupation, the islands had been called the Iles Malouines, de Bougainville's expedition having set out from St. Malo, and the Spaniards now called them the Islas Malvinas.

Soon after the establishment of the French settlement, the English Government, acting on Lord Anson's recommendation, sent out Captain Byron to take possession of the islands. He landed in January, 1765, at the head of an inlet on the western island and named it Egmont Harbour, after the Earl of Egmont, the First Lord of the Admiralty of the day. A year later Captain Macbride was sent out in H.M.S. *Jason* to form a colony. He erected a blockhouse and stationed a garrison at Port Egmont; he was, however, not favourably impressed with the islands, reporting that "the garrison lived upon Falkland's Islands, shrinking from the blast



and shuddering from the billows." Still, colonization proceeded until 1770, when the garrison was forced to capitulate to five Spanish frigates from Buenos Ayres. Great indignation prevailed in England at the high-handed action of Spain, who eventually disavowed the act of her officer. The English settlement at Port Egmont was then restored, it being agreed, however, that this should not affect the question of sovereignty, an agreement which was much criticised and drew "Junius" and Dr. Johnson into correspondence. Three years later, in 1774, Port Egmont was evacuated, a plate with a declaration that the islands belonged to Great Britain being all that was left to prove our ownership of the group. 45

For many years after this, the islands were practically deserted, until at length, in 1820, the Republican Government of Buenos Ayres took possession of them. In 1826 they were granted to Don Louis Vernet, who established himself at Port Louis, on the site of the old French and Spanish settlement. Five years later Vernet seized three American sailing vessels, which resulted in the United States sending a small force to the islands and destroying the settlement. This led to rumours that the Americans contemplated taking possession of the Falklands, and one of our ships on the South American station was accordingly despatched to Port Egmont, where the British flag was hoisted on December 20, 1832. Thus British sovereignty over the islands was once and for all asserted.

For some years the dependency was controlled by Naval officers who were engaged in making Admiralty surveys; but in 1843 a civil Government was set up at Port Louis. In 1844 the seat of government was transferred to Port William, where the present capital of the colony, called Stanley after the fourteenth Earl of Derby, stands. The affairs of the colony are now controlled by a Governor and Executive and Legislative

Councils, the latter consisting of three official and two nominated unofficial members besides the Governor.

From England the Falkland Islands, our most southern outpost of Empire, can be reached by steamers from Liverpool which call there once a month on their way to Callao. The general appearance of the islands from the sea is decidedly dreary and mournful. Though the Falklands are in the latitude which corresponds to that in which London stands north of the equator, our colony in the South Atlantic is even more sunless than the capital of the Empire, which is saying a good deal. But the Falkland Islands have a compensating advantage. Their climate is more equable than that of England, the thermometer rarely falling below  $30^{\circ}$  Fahr. in winter, or rising above  $65^{\circ}$  in summer. At the same time, really fine and calm days are so rare that they are called by the "Kelpers," as the native born are nicknamed, "pet days." Darwin compared the climate to "that which is experienced at the height of between one and two thousand feet on the mountains of North Wales, having, however, less sunshine and less frost but more wind and rain."

46 Stanley, which has a population of about 900, is a  
47 trim little town of well-built white houses, most of which have coloured roofs and glazed porches or conservatories, gay with such English flowers as geraniums and fuchsias. It is equipped with an efficient telephone system, and communication with the outside world is now maintained by wireless telegraphy.

The interior of the islands, or the "camp" as it is called locally, consists of stretches of wild, treeless and wind-swept moorland. In the words of Darwin, it is an undulating land, with a desolate and wretched aspect, everywhere covered by a peaty soil and wiry grass of one monotonous brown colour, with here and there a peak or ridge of gray quartz rock breaking through the smooth surface. There are few roads,



and everybody rides from place to place on horses, most of which are imported from South America. In the museum at Stanley, an old high bicycle is preserved as a curiosity, and this and a few modern machines used in Stanley are the only other means of locomotion besides horses and "Shanks' mare." The greater part of the country is peaty, the peat, which is dug and used as fuel, being formed of the roots and stems of a variety of the common crow-berry of the hills of Scotland, with red berries known by the rather peculiar name of "diddle-dee berries." Woolly rag-weed and a half shrubby veronica abound, while marsh marigolds and several varieties of sedge-like plants grow in profusion. The two most notable vegetable products are "balsam-bog" and a reed-like tussock grass, growing in dense tufts of from 6 to 10 feet high, which many years ago covered the main islands, but has since been almost eaten up by cattle.

One of the few really striking features of the country are the "Rivers of Stones," which are invariably a source of surprise to new-comers. They consist of long and narrow tracts covered with huge blocks of quartzite. Many different theories as to the origin of these "runs," as they are called, have been put forward. Some authorities express the belief that they are moraines brought down by some prehistoric glaciers, while others hold that they have been deposited from soft peaty soil as it has worked its way down to the sea. It cannot be said, however, that either theory is very convincing. 48

The fauna of the Falkland Islands calls for few remarks. Snipe and teal afford sport for the gun, and wild-duck have recently been introduced successfully. Three species of penguins are found, the jackass, the gentoo, and the rock-hopper, which live in large rookeries, as they are called, and among the feathered kind must be included Magellan's glass-eater—seven 49

of which are said to be capable of consuming as much  
50 grass as one sheep—the kelp-geese, the molly-mawk,  
and several varieties of the shag. On the coasts, the  
51 hair-seal, the sea-leopard, the sea-lion and the sea-  
52 elephant are the most notable creatures.

There are no aborigines in the Falkland Islands, and never have been any. The inhabitants, who number 3275, of whom 2370 are males, and 905 females, are mostly Scotch or descendants of the sturdy Scotsmen who succeeded the South American Gauchos. In the dependencies the population is mainly composed of Norwegians, who are concerned with the whaling industry. All are well looked after by a paternal government, and in spite of the absence of roads and the distances between the various farms, a liberal education is provided for the younger generation by the aid of travelling teachers. Of these rather long-suffering officials there are at present five, each of them with his own particular “beat” or district. The travelling teacher is boarded and lodged by the shepherds free of expense, and stays a fortnight at each place visited, leaving, on his departure, work for young charges to do pending his next visitation.

The early settlers endeavoured to make a living by killing the wild descendants of the stock left by de Bougainville, with indifferent success. In the year 1846, the southern part of East Falkland was granted for six years to a Monte Video merchant named Lafone. This district, called Lafonia, became the nucleus of the possessions of the Falkland Islands Company, which was incorporated by Royal Charter dated December 23, 1851, and began operations in the following year. Under the auspices of this concern,  
53 the development of the trade of the islands has progressed rapidly. In 1867 sheep-farming with imported stock was successfully started, and since that year all the available land has been taken up. It is now held



by some thirty farmers and farming companies, whose stations vary in size from 1500 to 700,000 acres. On the largest there are no fewer than 200,000 sheep, and experience has proved that the best results are obtained from a cross-bred animal in which the Romney Marsh characteristics predominate. The farmers have the right to purchase their leaseholds from the Crown at the extremely low rate of 3s. per acre.

That sheep-farming is profitable is shown by the substantial dividends paid by the Falkland Islands Company and other limited liability concerns. The exports include wool, tinned mutton, meat extracts, sheepskins, tallow, and live sheep. For the latter there is a growing demand in Argentina.

The only other industries are those connected with whaling, which is mainly conducted in the dependencies of South Georgia, the South Shetlands, Craborn's Land, and the South Orkneys. All these islands lie to the south-east and south of the colony at distances varying from 900 to 1200 miles. Since 1906 whaling operations among them has resulted in such heavy catches that they are sometimes called the whalers' archipelago. South Georgia is said to have been discovered by a French sailor named La Roche in 1675. It was rediscovered by the great Captain Cook in 1775, and his description of it was certainly not enthusiastic. "The wild rocks," he wrote, "raised their lofty summits till they were lost in the clouds, and the valleys lay covered with everlasting snow. Not a tree was to be seen, not a shrub even big enough to make a toothpick." Until the advent of the whalers, it was certainly a desolate island. Eight whaling companies have now established factories in it for dealing with the whales, and the shipments of oil and whale products from this island alone have frequently exceeded half a million pounds sterling in a single year. The north coastline of South Georgia

is well lighted during the principal whaling season, which extends from October to April, and even in winter the sea along the north shore is seldom frozen. Between King Edward Cove, which is a port of entry, and has a Resident Magistrate, and Buenos Ayres there is a regular mail steamer service. Whaling operations at the South Shetlands and Craborn's Land have also proved very remunerative, the value of the annual catch there being nearly equal to that of South Georgia. These two dependencies and the South Orkneys have a very short whaling season lasting from two to three months, according to the proximity of the ice pack. When the pack ice closes round the islands, the whaling expeditions are forced to retire. A port of entry has been established at Deception Harbour in the South Shetlands, and a Magistrate, who is also a Collector of Customs, is resident there during the whaling season. Whaling is also carried on off the South Shetlands, Graham's Land, and the South Orkneys, which are also dependencies.



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